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THE

RAILWAY CONDUCTOR.

VOLUME XI.

1894.

CEDAR RAPIDS, IOWA.

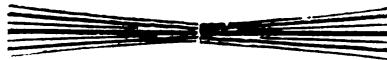
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CONTRIBUTED.

BREAD'S BONDS.

BY FRANK A. MYERS.

CHAPTER I—IN SECRET.

The light cast a pale, yellow, flickering glare over a company of sturdy men, assembled in a back, unoccupied, up-stairs office in Marshal, Illinois, one night in the early seventies. It was a dingy spot. The dust of ages had apparently settled over everything like a mold of decay, and there was not a single attractive or inspiring feature to be found within the walls. The gloom of desertion rested like a pall over the illy ventilated, illy lighted, narrow room. The desperation of silence lingered within like a secret presence from the shades of night. The smell of decay filled the little space like the death-damp of a vault in a cemetery. The echoes, bold in their new liberty, fell upon the sensitive ear like murmuring complaints from the demon soul of Avernus. But no better place offered for a secret meeting of the character of this one, and these hale, sober, industrious, overworked laboring men were driven by stern necessity to assemble there.

"God, I'm a Hessian, if this is not a fit spot for the denizens of gall and bitterness," observed William D. Robinson on entering and beholding the dim, evil-suggesting light. He looked around with a proud contempt upon his intelligent face, and audibly sniffed the filth-laden atmosphere. His remark, so distinctive and characteristic of the broad-souled man, provoked a smile upon the faces of the three or four others who were present and seated upon broken boxes for chairs.

"You don't smell any brimstone, do you?" smiled George P. Wilmer, an original soul, without the first shadow of compromise with wrong in his mental make-up. He was seated upon a box and did not arise.

"I'm profoundly conscious, Mr. Wilmer, that I have not yet moved up into the king-row, for the aroma we sniff here is not from the fabled ambrosia of the gods."

"O, you expect the joys and sensualities of the Arabian paradise, when you shuffle off this mortal coil—eh?" Robinson enjoyed Wilmer's jest.

"Is it not a laboring man's inalienable right—the only one he has on God's foot-stool—to expect the very best things there are in heaven when he dies?" said Robinson, very much in earnest, and very much like a man uttering an eternal truth as he conceived it.

"His labor calls for more than he gets here in this heartless world, where a man is but an animal working for a soulless corporation, that kicks him out when he is old and puts fresh young blood in his place," said Wilmer, arising in his earnestness and gesturing with his right arm. "If he don't enjoy the riches of his imagination here below, there's little else he gets to enjoy. What slaves we are to circumstances and money and power, things entirely beyond our control!" He shook his head and hissed these last words through his closed teeth. It sounded like a bitter wail of despair and hopelessness from the very depths of

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his inner consciousness. Robinson, casting a glance at the dim light and in his poetical soul construing it as significant of the light generally surrounding the laborers of the world, sat down upon a box and for a moment was absorbed in deep, reflective, silent thought. Then he said suggestively, as he turned his eyes toward the smutty ceiling, scarcely visible in the poor light:

"Fortune favors the brave. There is a way to burst the fetters, to emancipate ourselves. In union is strength. Co-operation is a law of our being. We must agitate, we must agitate, or we must perish by our own prosperity. Never say die! Never surrender! Make way for liberty. Fight till the last armed foe expires. Never lay down our arms—never! never!"

The fire-flash of intelligence in this stirring appeal could not be mistaken. His deep, piercing eyes glowed like living coals of fire. The soul in the burning words that fell from his lips stirred every mind in the room to animated responsive sentiments. There are men who can awaken echoes in other hearts that the dreamy souls had not imagined were there before. There are men who can arouse the combative feeling in others till they want to go forth and exercise their excited passions upon the first slight opposition that appears. There are men who can move dead men, so to speak, to quickened action. Robinson came very nearly being that kind of a man. But his sentinel of profound reason never allowed him to go beyond the limits of justice and eternal fitness. Wilmer was not so guarded in his thoughts. He was bold to a fault. Inspired by Robinson's bold words in impassioned tones, Wilmer declared:

"We have rights, or should have, but they have been forcibly and unjustly wrested from us—squeezed into nothingness, as we have been—we who are slaves to a hoard of petty tyrants, rich in watered railroad stock, strong in money might, cruel in the desire to be rich, and if ye dare to call for justice to be answered by another twist of the thumb-screw. We are but animals to a soulless corporation, and worth only so much labor, and when we die or are kicked out, another human animal is hired in our place. Flesh and blood and soul and feelings are nothing to them. They do not employ feelings, only muscle, and there is nobody in the soulless corporation to know you. Sympathy has fled from the world in shame. Men are no longer men. Why have we assembled here in secret like a pack of thieves? Where is our manhood? We dare not meet openly and hold up our heads. We are ground down into the dust until we are afraid to say our lives are our own. Why, if the company knew we had stolen

up the dark back stairway, and slipped through back alleys to get here, our devoted heads would pay the penalty, and we would not be kept on the pay-roll one hour longer. We would be branded as cowards, traitors, agitators, bent on the destruction of the universe. If we ask for bread, they hurl a stone at our heads. I *hate* the undefined, impalpable, supreme power over me that crushes out my manhood. I *hate* the tendency of the times that centralizes money and defrauds me of all fair competition and just returns for my time and brain and muscle. I *hate* the combination of money interests that makes Czars in the business world. I *hate* the supremacy of money kings and the apotheosis of gold above intelligence. Men are worth no more to railroads than if they were so much rolling-stock. But I'm talking—speechifying before the meeting begins."

"Go on—go on!" cried all the others together. Their urgent cry was a compliment that words could not convey. It is impossible, dear reader, to portray to you the vim and the enthusiasm and the deep-toned sincerity manifested by his forcible little speech. It was an unstudied, impromptu thing, but it was for that all the more effective. It electrified the others, and the last man who entered stood spell-bound against the closed door. The gestures he used unconsciously added incalculable power to his words. All stood up in their enthusiasm when he concluded, and knew it not. Indeed, for a moment it was a scene in that sooty, dimly lighted little room that has occurred very few times in all the history of oratory. William D. Robinson, who was the rudder to the meeting, was the first to recover himself.

"Let's be seated, gentlemen, and proceed with this meeting," he said, as one making a gentlemanly request, and sat down himself as an example to be imitated. Everyone sat down.

Robinson was unanimously placed in the chair to preside over the meeting. There was no pomp of parliamentary tactics in this deliberative meeting, but it is very doubtful if any gathering more successfully attained its object than this one.

The chair stated succinctly that the assembly was not a "tea-party," though it was that in a sense, but it was one for the purpose of discussing measures of relief for the laboring man and for making propositions for the special alleviation of the oppressed condition of railroad engineers. They have to work too many hours in the twenty-four, and in consequence of the dullness and stupor that follows such times of overwork, human lives entrusted to their care are endangered. And still further, often faithful men are dismissed from their positions from trivial causes, and, as a consequence in many cases, are reduced to ex-

treme hardships. Their wives and children suffered for the necessities of life, and they are humiliated to the degradation that follows rags. Mr. Robinson, a great-souled being, wanted in some way to extend a helping hand to his suffering fellow laborers and remove as far as could be the possibility of such hard lines falling on them.

The little secret assembly was a strong and healthful one in intellect, not dominated by selfish interest in money nor swayed by morbid theories about public affairs. They were all new. The sickly dim light that fell over them was no light to their feet nor guide to their understanding.

They met in secret, like unhung scoundrels, because their bread and butter depended on acquiescence to the powers that be. Every man of them would have been discharged without a hearing, if it were known that he was meeting with other laborers for the purpose of redress and mutual aid. The sentiment of railroad magnates was very clear and pronounced against all assemblings of employes for any purpose whatever. Indeed, that sentiment was almost a threat, and certainly needed no catapult to beat it into the minds of shrewd and bright-witted laborers.

Wilmer arose in the meeting and said fluently and with convincing force:

"Wake up—wake up, ye men of toil. It is high time we understood that if we would maintain our rights, that have been abstracted one by one till to-day we are almost slaves, we must *stand by each other*. There is no other way under the shining sun than this. As brother Robinson has well said: 'In unity is strength.'"

Every man present threw in his mite of wisdom, and a number of feasible and suggestive schemes for self-help were proposed. As a result they bound themselves together by a solemn promise to stand by each other and help to obtain full and satisfactory redress as far as practicable when injustice had been done to one of their little band. A committee was selected to draft a constitution and by-laws and present the same at the meeting the next week.

The positive forces in this little assemblage were apparent in the result attained. An organization had been quietly effected that was destined to become a mighty power in the land, that would develop some distinguished men, and that would exercise a wonderful and wholesome influence over a great number of honest, sober, industrious wage-workers.

This is the origin of the great Order or Brotherhood of Locomotive Engineers.

Exercising the caution of prudence, one by one they stole down the old rickety stairs, crept slyly along the alley in the darkness, and dispersed to

their several homes. They builded better than they knew. They had unconsciously hitched their wagon to a star. Justice was on their side, but might was on the other. It is an eternal verity that no unjust thing shall stand forever. This grand, consoling truth lay buried in their hearts on that memorable evening, waiting for angels to roll away the stone that it might arise to a new life, but no one there had the divine afflatus within him at that time to give it new creation. It is the unexpressed things in our hearts that give echo, when some one touches the dormant chord of thought by verbal expression. The experience of this great order in after years rolled away the stone from the tomb in their minds and resurrected this eternal truth: "No unjust thing shall stand."

Robinson and Wilmer lingered and were the last to leave the little, old, smutty, sour-smelling room. As they slowly descended the creaking stairs upon the outside of the wall, they dispassionately discussed the outlook. They were pleased with the evening's work.

"Good work has been done to-night," said Robinson, talking over his shoulder to Wilmer.

"I think so," answered Wilmer.

"This is bread cast on the waters, and we'll hear from it in the future."

"I'd be glad to see it spread and fill the whole earth," returned Wilmer, enthusiastically. At each remark they descended a step, until at last they stood upon the pavement.

"I hope it has been founded on a rock, not upon sand," said Robinson, whose idea was begotten by the fact that they had touched *terra firma*.

"I don't think it will go to pieces. I hope it has more life in it than that."

"It must be founded on eternal justice and truth," said Mr. Robinson, "or its vital force will be consumptive and short-lived."

"It will be said it is in opposition to the railroads, but it is not," observed Mr. Wilmer.

"Of course they will fight it with a lie—that is their style—if they find out what we are up to," responded Robinson.

"It is said a lie can travel from Maine to California, while truth is putting on its boots, and I believe it," remarked Wilmer, cutting off a chew of navy tobacco.

"Yes, a lie travels in seven-league boots," subjoined Robinson, striking a match on his hip to light a cigar. The flame of the match on the darkness looked like a breathing sprite for a moment and then went out in absolute darkness, and nothing was seen but the red end of the cigar.

"We'll have to stand it. But we must never

surrender and quit what has been so favorably begun—never throw up the sponge. But they—the company, whoever that may mean—must not know who constitute this unnamed organization."

"If they did, the company's guillotine would be set to work and our heads would be cut off into the basket," said Robinson, feelingly.

"Waste-basket," corrected Wilmer.

"Correct. I accept the amendment."

While they stood at the foot of the stairs in the secure darkness they discussed the discharge of Millard Hooney, one of the most faithful engineers that had ever been in the employment of the Vandalia road. Hooney, having been for thirty hours without sleep, under the daze of a sleepy stupor ran his engine through a switch upon the main track, and was almost run into by the fast night mail. His thirty hours of faithfulness were forgotten, and for his single mistake he was given the "grand bounce." These two men succeeded in working themselves into an indignant state before they dropped the matter.

Have you ever seen the distinguished founder of the Brotherhood of Locomotive Engineers and its first chief? He was a man with a moderately good physique, medium height, black hair and eyes, a thin, Cassius-lighted countenance, and a very prominent forehead. His nose and lips signified great understanding, and his square chin an unyielding perseverance. He was a noble man as a friend, and a glorious hater when due cause presented itself. He was a great lover of poetry, particularly Byron and Goethe's Faust, and often delighted his friends by quoting long passages from these authors. A man of large, companionable qualities, he was almost infinite in jest, and when occasion demanded he could condense more satire in a sentence than any man the writer ever knew. A man of positive convictions and vivid impressions, he knew what he wanted to say before he uttered it. Flattery provoked his sneer, and yet he loved to appear well to others. As a matter of fact, he was tasteful and neat in dress.

Wilmer was much younger than Robinson, who was forty years old and a man of family. Wilmer was twenty-four and single, but the two men were eternal friends. The younger man was handsome and of fine physique. Indeed, he was a ladies' man, and his sweetheart believed there was nobody in the world like George P. Wilmer. That solid, magnetic frame and tender, glowing eye and healthful, smiling countenance, caught the attention of everybody at once. Outwardly and inwardly he was a manly man, of more than ordinary strong sense, but with no extensive course of reading. The exigencies of his life precluded much attention to books, though he was a diligent

devourer of newspapers. He always dressed well.

The two men moved away from the foot of the rickety stairs and passed along the stinking, dark back alley.

CHAPTER II—A SURPRISE.

As these two men emerged upon the poorly-lighted street they saw a dark, human figure steal furtively from a dark nook at the entrance to the alley and hurry away up the street. Both comprehended the situation in a moment.

"We have been hounded by a foolhardy spy and discovered," said Wilmer, in a tone tinged with anger and revenge. There was a spice of snap in it, and his clear, smooth voice, though pronounced in a low, guarded key, showed youthful impulsiveness. "Now watch me overtake the fellow."

"Go," said Robinson, profoundly interested, and fearful lest the sneaking dog would escape. The shadowy form was fast vanishing in the darkness up the street.

Bending forward on his toes in order to muffle his running footsteps, Wilmer bounded forward like a hounded deer. The fleeing shadow now took to swift flight, and it was soon apparent to Wilmer that it was to be a race in which the one with the most endurance should win. Robinson, who did not care to join in the pursuit, followed leisurely and contentedly along behind. He knew that Wilmer would return after a while, and relate the whole circumstance.

With fleet foot Wilmer kept the human shadow in view. The feet of the fleeing form patted resoundingly along upon the pavement, and the echoes came mockingly back from the silent, dark walls like sneers from the god Nox. The meeting had continued late and the streets of Marshal were entirely deserted.

Redoubling his exertions, after he believed he had chased the figure until he was growing weary, Wilmer began to gain perceptibly upon him. The fellow saw it and dodged into a dark alley that was partly shaded by heavy-leaved trees, in the hope of eluding his pursuer. In the shadows of the trees he hoped to evade Wilmer successfully. He knew who was after him, and knew Robinson still better. He could easily slip through a hole in some dilapidated old wooden stable, where a plank might chance to be off, and escape that way. He well knew he had been detected in disgraceful espionage, and he strove hard to conceal his identity. Besides, he feared a just trouncing, if caught by the Harry Hotspur after him.

Before Wilmer could reach the alley the fellow had gained the shadow of the trees. Into the

narrow, unfrequented alley Wilmer dashed and rushed right forward beneath the trees. But the man was lost. Not a sight or sound of him could be observed anywhere. Apparently the spy had successfully evaded him. Right there at the trees he seemed to have been as completely swallowed up as if the earth had yawned and received him. Wilmer knew he could not have escaped at the other end of the alley, for in that event he would have seen him. Therefore he must have hidden himself in the neighborhood of the trees.

Wilmer paused, drew one long breath and listened. If the fellow had been a murderous villain, he could have shot his pursuer at that critical instant and no one would ever have found out who did it. But he did not, and hence the writer is spared the labor of recording such a shocking event.

He heard nothing. It was Wilmer's positive conviction that the fellow was within a few feet of him at that very moment, and he drew another deep, heavy breath, while his heart beat a merry tattoo in his bosom, and hasty thought tripped their heels in his mind. There is nothing equals careful method in emergency.

With intense, penetrating eyes he peered all about. Then he walked to the trunk of the biggest tree, which was quite large enough for a man to hide behind, and was scarcely prepared for what happened. The unexpected always happens when we are unprepared for it. That is, a man is not always, if ever, master of his circumstances. He may wink at misfortunes, but he cannot escape them; and on the other hand, by parity of reasoning, he can no more escape the joys of existence.

There was a hasty movement behind the tree, the crushing sound of a hurrid foot, like one who had received a very urgent summons, and the sudden dashing away of a dark human figure. The discovery had come sooner than he had expected, and for an instant—but only for an instant—he stood undecided. The next instant he was in hot pursuit of the retreating fellow, and down the alley they went pell-mell, running with all their mights. At every jump Wilmer gained on the fleeing spy, and as they reached the street, the fellow seeing the uselessness of further flight stopped suddenly and surrendered.

"I'm fairly caught," he said, between panting breaths, scarcely able to articulate. Wilmer caught him by the shoulder rather roughly. "I beg you will not assault me," insisted the fellow in timid tones.

"You dirty spy! You deserve it," said Wilmer, sharply, giving him a quick, violent jerk, that almost reversed the fellow end for end. "Stand up

here, or I'll kick you for falling down, just for luck. I despise a spy, Sam Carey, and you have fairly earned a good beating. I've a mind to wipe the earth up with you." Wilmer was real angry. He despised a spy, as he said.

"I beseech you, Wilmer, not to hurt me."

"And a coward is as bad as a spy."

"I have no defense to make. I, too, despise a coward and a spy." He trembled all over like an aspen leaf in the breeze.

"You puny minded thing!" To call him a "thing" was the bitterest irony Wilmer had in his cyclopædia of words and facts and experiences. "You are but a hireling, and here you set yourself to watch others so you can report and stand in with the bosses and build yourself up by tearing your fellow hirelings down. That is, you think yourself better than the rest of us." Wilmer still held him securely by the shoulder. Carey was a thin fellow, and not nearly as large as the perfect manhood that confronted him. There was need of apprehension, for the impetuous Wilmer to decide to do anything was an easy matter.

"No, not better. I'm free to confess it is an evil desire in man to wish to advance himself by fair or foul means," answered Carey.

"In man!—in *you*," growled Wilmer, giving the trembling fellow another shake.

Sam Carey was an office clerk for the railroad company, and being partly devoid of that high sense of honor and justice that characterizes high-grade gentlemen, he was not able to see to the fullest extent the moral obloquy that attached to his action. Voluntarily he constituted himself a spy upon these laboring men, for the purpose of reporting the same to the company and proving his fidelity to its cause and interests. He hoped to win promotion and favor by being the first to convey this astonishing news to the corporation about the secret meeting and the persons who took part in it. By accident he stumbled on to the fact of the meeting, and thought himself happy in his splendid exclusive knowledge. He saw a dim light in the window, and then he caught an enlarged shadow of an arm upon the murky-like glass. This drew him into the alley out of mere curiosity, and then he recognized voices. In a little while as he stood in the blackness beneath the dark, rickety stairway, the whole truth was revealed to him. It filled him with elation. How the company would be delighted to receive his information! Already bright visions of promotion crossed his mind. To be quite certain of the last ones to leave the dingy little office, whom he suspected as being

leaders in the movement, he lingered a little too long at the head of the alley.

A good clerk, neat in his dress, proper in his general deportment, at the age of twenty-three just starting fairly into the great unexplored future before him, he was able to improve with experience and make a man of himself. Sam was not irrevocably bad, but he was indiscreet and inexperienced.

Much more passed between Wilmer and Carey, and some of it was vigorous United States English, but finally the captor had cooled off enough to reason about the case. Then he led Sam Carey back for the purpose of having him confront William D. Robinson. They trudged wearily back, talking as they went, but Sam was in a most unpleasant frame of mind, all the result of his own unwise course.

They finally met Robinson, coming leisurely along, and to him Wilmer explained the facts. Sam stood silent, ashamed, self-debated and overwhelmed at his own folly. The words of Robinson fell upon his overwrought sensibility like a trip-hammer. He exclaimed in measured tones:

"Sam Carey, you are a fool,"

"Have you nothing to say?" asked Wilmer, in sharp, querulous tones.

"No," he answered, sullenly.

"You betray your friends to your enemies," rebuked Robinson, "and when they have done with you what claims have you on their friendship? They may use you as long as you will be their willing, submissive tool, but your walking-papers are liable to be written out any day, and then where are your friends?"

"Rather who are not your enemies?" supplied Wilmer, with some acerbity.

"Gentlemen," at length Sam spoke up, "friendship cannot be compelled. I am a man, and therefore may be persuaded."

"That being true, there are lively hopes for your reclamation, my young friend," said Robinson, diplomatically.

In the darkness of this unlighted, unfrequented back street they talked long and earnestly, but Sam would not promise to join them or to keep his exclusive knowledge a secret. The fact that there had been a secret meeting of the employes would be sufficient information for the company, Robinson and Wilmer well knew this. After a dutiful lecture to Sam they set him free, but with this parting threat from Wilmer:

"If anything happens, we'll know perfectly well where to locate it."

While this was true, it was impolitic to utter it at that time and place. It made Sam indignant, but in the presence of his captors a silent tongue was discretion, and he seemed not to notice the accusation and the lack of confidence. He was one of those singularly constituted chaps, who, when suspected, could go on and commit the very thing he was suspected of in order to wreak revenge for the lack of confidence in him.

The three men separated, each to his own home. No one was perfectly satisfied with the events of the evening. Sam had not been persuaded from his purposes, and they felt assured of it. And Sam thought Wilmer handled him too roughly for him ever to be his friend again. He thought Robinson a gentleman.

TO BE CONTINUED.

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEEBLES.

CHAPTER I.

Once upon a time—all true stories commence in this way—there was an immense forest, so large, so dense, so little explored, that no man knew where it ended. On the edge of the forest were many paths and well-traveled roads; but as one went further into its depths, the paths became indistinct, and the venturesome explorer found himself wandering through a trackless waste of swamps and tangled undergrowth, among giant trees that were so large, and grew so thick that it was always dark. Many men, yes, hundreds and hundreds, had entered the forest, and

had never returned; and it was strange that of those who came back after a short journey into its depths, no two told the same story of what they had seen. In consequence of this, the forest was a mystery to all men.

There were many points upon which men differed concerning this great forest. Some wise men said that the forest was becoming smaller, and was much easier to explore than ever before. They pointed to the beautiful farms on its borders, and said: "Only a few years ago these were covered by the wood, now, see, the land is well cultivated, and supports a happy and pros-

perous people. Leave the forest alone, and in time it will be all cleared away." Others said this was a foolish thing to say, as they claimed the forest was growing larger all the time, and was constantly encroaching upon the cultivated lands, and that, moreover, in its deepest and darkest depths, could be found many ruins of a past age, showing that land which was once thickly settled had been covered with swamps and impassable undergrowth. Many books were written on the different sides of this controversy, but the truth of the matter no man was able to prove. There was much dispute, also, as to the name of the forest. Some called it the Forest of Social and Industrial Customs, others the Forest of Ignorance and Human Mistakes. Some even said that it was sinful to attempt to explore or to improve the desolate waste, as the Creator had planted it, and man had no right to interfere.

As I have said, at the edge of the wood were many well-made roads, which were always crowded with people, who generally passed the time in disputing one with another as to the cause of the forest's growth, how it should be explored, and the best means of clearing it. But if any one more bold than his fellows, determined to leave the well traveled roads and really explore the depths of the forest, the others were angry, and mocked him; and if he returned, claiming to have acquired any new information, they called him evil names, derided his account, and many cried out, "Stone the reformer!"

Now, it was known that within this dark forest a certain good-natured giant had been bewitched by those who most grievously oppressed him, taking advantage of his strength, and making him work for them, while they starved and tormented him. Even on this point men differed. Some said it was right for those who profited by the work of the giant to hold him in subjection, since they were wiser than he; and that it was well to starve him, as, otherwise, his strength would become so great that he would arise and kill his masters. Others said that those who oppressed and misused him were not to blame, as they only acted as their fathers had always done. Many professed pity for the sufferings of the giant; but if asked to go into the forest and help to release him, they shook their heads, and answered: "Those things must be left to an over-ruling Providence; it is not for us to interfere."

One morning two men, who had penetrated far beyond the well-beaten roads, reached together the end of the furthest path that extended far into the untrodden gloom of the forest. They were good, honest, sincere men who had left home and friends to explore the most hidden depths of

the woods, and discover some means of freeing the giant from his sufferings. Both had been laughed at and mocked by the wise men when they had signified their intentions, and had not desisted, even when they had been called "reformers" and taunted with the fate of other explorers.

The first day of their journey had been very pleasant. The road was open and well traveled, flowers bloomed by the wayside, and shady seats were placed here and there upon which they could rest themselves. Besides, the way was thronged with people who greeted them pleasantly; but who frowned and rallied at them when they signified their intention to explore the inmost recesses of the forest, instead of wandering about the well traveled outskirts.

As our travelers had journeyed onward amid the merry throng, every now and then they heard a deep groan that seemed to come from the hidden depths of the forest. When this was heard the crowd would cease their laughter and merry-making and listen. While the groaning lasted, some would look frightened and put their fingers in their ears as if to shut out the sound; others would shake their heads, draw near to each other, and whisper together; others paid no attention to the sound and appeared as if they had not heard it. But the moment the groaning was silent, all would resume their pleasures. A few would smile, and say, "Listen, the groans have ceased, there is no danger now!" Then one who had been apparently frightened while the dismal sound lasted, would reply, "You are an alarmist; there was really no danger at all!"

Our travelers asked many what these sounds meant; but people only looked at them as though they had asked a foolish question; some even laughed in their faces, and told them that they had surely been dreaming, that no groans had been heard, but these hurried away as though the subject was a disagreeable one. Finally, they asked the question of a serious old man, who sat apart from the others, and he looked mournfully at them and answered: "Surely you know that it is the groans of the afflicted giant, Labor, who is confined in yonder forest; the people hear it and are frightened, because they know that they have treated him unjustly. Woe to them if he escapes from his oppressors!"

Now the travelers had journeyed far beyond the beaten paths, and almost the next step would take them into the unknown darkness. If they went on, they must make a path for themselves through the underbrush. But they were men who had counted the cost of their venture, and would not return until they had accomplished

their purpose; so without a sign of fear they pushed on through the trackless wood.

CHAPTER II.

Their onward way led through a dark thicket of heavy underbrush, where the trees were so numerous and tall that their branches interlaced above them, forming a roof through which the sunlight vainly struggled in an effort to lighten a path for our travelers. They were surrounded by noisome weeds, and at every step a trailing vine caught the foot, as if a network of ropes had been laid to entangle and trip the step of the unwary traveler. The sound of the merry makers had died away, and the rustling of their footsteps among the brush and fallen leaves seemed to desecrate a silence that should reign eternal. There was no song of bird, no hum of insect, all the melodies of nature were silent; and over all there hung a sense of gloomy mystery.

Our two travelers seemed to feel the spell, and for hours they struggled on without exchanging a word; a whisper even seemed an outrage on the silence of the gloomy woods, and a gesture or wave of the hand was all that passed between them. The everlasting twilight at last faded into the darkness of night, as overcome with fatigue they sought a dry spot at the foot of an immense tree. Their simple preparations for food and rest were completed in the darkness. After starting a small fire they unstrapped the bundles from their backs, and wrapping their blankets around them they slept the sleep of complete exhaustion. In the depths of the dense forest there was no morning sun to awaken the sleepers, but the twilight of the coming day softly enveloped them, seeming to come from all directions at once, and they awoke to their first day of real investigation. Water was found in a little stream that flowed through a small valley on the right, and with much stretching, groaning and good humored complaints of stiffened and paining joints, they prepared their morning meal.

These men, we may here explain, were not old friends, but had met for the first time on the edge of the forest. Instinctively each had recognized the other as a "real reformer," each had said to himself, "this man is good and sincere"—such is the strength of honesty of purpose that it draws good men to each other.

While the silence of the previous evening still continued, our travelers had to a great extent overcome the sense of awe, that had prevented speech, and now talked cheerfully to each other; and as the one related the causes that led to his strange journey, and told of the many doubts and surmises that had so long tempted him to remain quiet at home, the other would say, "I had ex-

actly the same experiences. I have had the same thoughts." In fact they found so many things to hold in common, that at frequent intervals they would stop and shake hands congratulating each other on the happy chance that had led them together.

During this friendly interchange of experiences, one of them spoke of the fact that many of his former friends had endeavored to dissuade him from taking the journey on the grounds that no good could result even if the forest was explored and the exact suffering of the imprisoned giant was fully known. To him his friend replied: "Friend Socialist (for this was the name of the first speaker) I am reminded of the opinion of a neighbor of mine whom I begged to accompany me, but who declined, saying that it would only make the giant impatient and fretful to even endeavor to relieve him; that he would probably rise and kill some of his oppressors. His name is Orthodox Churchman; he claims that Providence will, in a future life, repay the sufferer with happiness proportionate to his grief in this life; and he counseled me to beseech the giant to be patient, and endure all things in the hope of this coming reward. He even called on me the morning of my departure, and told me that he had passed the entire night in thought and prayer, and had almost decided that my journey was a sinful act, that it was wrong to interfere in the things that Providence had evidently ordained, or at least had so long allowed. The last that I saw of him he was mournfully gazing after me and shaking his head."

"I have a neighbor, friend Onetax," replied the other, "that is a distant relative of yours, with whom I talked long and earnestly concerning this journey. I knew that his heart was deeply moved by the reports of the sufferings of the giant. At times I felt certain that he would accompany me, or rather that I expected to meet him in the forest; for he was prepared to make the journey, but insisted that I had planned to take the wrong path. It was mainly on this point we differed, and we could not travel in company; yet I would not be surprised to meet him anywhere in the forest."

"Tell me, I pray you, the name of your neighbor," said Onetax, "for I met with one on the edge of the forest, who had been waiting there for days fearing to enter, the way seemed so dark and dangerous."

"It was not he," answered the other, "for he is as bold as a lion, and would not turn back when he had once started. His name is Sincere Christian."

"Surely you must be mistaken," said Onetax,

"I have always been told that this man died long ago. I have heard many mourn his death; surely all could not have been deceived. Nevertheless, if he really lives, I know many that will sincerely rejoice, and will truly welcome him as one from the dead."

"I have heard him say that since he had removed from the neighborhood of his relative, Orthodox Churchman, he had been called upon to deny rumors of his own death; but I am certain he lives, and feel positive also, that he is even now somewhere in this very forest."

"Hold! hold!" said the other, as he grasped his companion's arm, "Did you not hear that groan and cry of agony?" The other replied not, but both remained silent and alert, waiting for a repetition of the sounds that had so suddenly disturbed them. In a moment their attentive ears heard not only groans but sharp and loud sounds of distress. Such is the power of trained reasoning faculties that without a word or even a look of consultation each one of our heroes recognized the fact that some one was suffering, some one was in distress. But their real greatness, the real proof of their sincerity as "real reformers," was that without a word they instinctively turned and sought the spot from which the sounds proceeded. Ordinary reformers would have considered their full duty ended if they had talked over the sounds of distress while continuing their journey, though some of the more enthusiastic might have considered it a duty to have stopped all they might meet and talk over the sounds with them, giving and asking opinions as to the cause.

CHAPTER III.

Guided by the sounds of distress the travelers pushed their way through the thicket. To their great surprise they soon found themselves on the edge of a well defined opening, or rather clearing, as it was oval in shape, and undoubtedly of artificial creation. The thick underbrush, the weeds, the trailing vines had been carefully removed, and before their eyes was a luxuriant lawn of beautiful grass. Paths, seemingly of marble, formed a network of glistening white lines, bordered by flowers of every hue and shade of color; statuary and fountains added their charms to the natural beauties of the place. An involuntary exclamation of wonder escaped them at this unexpected scene of harmony and beauty; but everything went to prove that human hands had executed what human brains had planned.

In the midst of the park-like beauty, apparently in the exact centre, stood a strange pile of rough, unhewn stones. It was not a heap of rock promiscuously piled together, but seemed a solidly built monument constructed for strength and

endurance rather than ornament. The rough, uncut granite contrasted almost painfully with the polished walks, the well kept lawns and the general air of elegance that enveloped the place.

While they gazed in bewilderment—forgetting even the cries of distress that had guided them—a deep groan seemed to come from the solid monument before them. They hurried to it, but a close examination revealed no opening. The strange structure was square with the roof slightly oval, but there was no door, window or opening of any kind. During the examination Socialist noticed some peculiar characters cut into the stone, but so carelessly and roughly done that he doubted whether they were natural flaws, or rude attempts at lettering the wall. After much effort he read the words "ESTABLISHED CUSTOMS." With the aid of his companion the inscription on another wall was deciphered as "VESTED RIGHTS," on the third was found "LEGAL AUTHORITY," and on the fourth "HEREDITARY PRIVILEGES." Upon Socialist insisting that similar marks were on the roof, Onetax assisted him to clamber up, when he read "ENCLOSED BY IGNORANCE."

It must not be supposed that during this long examination the calls of distress had been forgotten by the explorers. Each had instinctively believed his ears had deceived the other senses, and the sounds could not have come from the pile of solid masonry. As Socialist exclaimed: "This surpasses belief, where could the sufferer be hid?"

He was answered by a voice that came from the monument, "Heaven help me, more reformers!"

The genius of the "real reformer," the strength of mind of the real philanthropist, came now to the assistance of the two good men. Without a word of discussion, without wasting a moment in debate, the same question came from both. "Are you the imprisoned giant, Labor?"

"Oho! you are wiser, then, than others who have stood there and preached to me that I am really free!"

After waiting in silence, hoping that the speaker would continue, Socialist finally asked: "How long have you suffered in this gloomy cell?"

"How long! Date the time when man learned how to build a cell! With me civilization means imprisonment—except when taken out in chains. Different generations, different stages of civilization have builded different cells. At times the walls grew thin through decay, even a little blessed light shone in, but when hope began to whisper, other builders were at work, the walls thickened and utter darkness came again. Thou-

sands have sought to free me, thousands have dashed their heads against the walls in vain, thousands have planned, but in execution have injured me. Some have bid me endure, with patience, and in a future world due recompense will be made. I am weary of it all; and have sworn to destroy all who interfere with me, whatever may be their intentions, good or ill. Therefore," he added, raising his voice, "begone!"

Our travelers had listened with the deepest interest to this address, and the moment the voice ceased had a hundred questions to ask. The unseen prisoner made no answer, but, sustained by the purity of their motives, the two continued. At length the patience of the listener seemed to give way, and in answer to the repeated inquiries as to how and what he suffered; and if he could give no directions how they could assist him, he broke into a torrent of exclamation and invective.

"Cease, cease idle and inquisitive fools! I suffer, I hunger and I thirst. Away! I have but to complain to my good keepers and they will

punish you as meddlers with heaven appointed laws," and he ended with a bitter laugh.

Now our friends were not only good, well-meaning men, but they were wise, and for this reason many had refused to call them reformers. They recognized the futility of attempting to tear down the solid walls with their naked hands. Stains on the walls showed that others had shed their blood in that vain sacrifice. As wise, sensible men they would do nothing until they had determined what to do, and how to do it, and what might result.

The reader will doubtless now deny the claim that our friends were reformers. As the humble recorder of this history, I must still insist upon giving them the title, confessing this conduct is much against my claim. Reformers to reason, reformers to turn away, refusing to act until a sensible plan should be resolved upon, reformers to act as wise men! Yes, I insist upon it. Without prejudice I would even take an oath upon it. And I am prepared to give one of the results of their deliberations in the succeeding chapter.

TO BE CONTINUED.

SOCIAL RECONSTRUCTION.

BY JOSE GROS.

NO. I.

It sounds very fine to talk or write about Social Reconstruction, but the question is—on what lines shall we proceed? We will find that almost everybody is willing to have some kind of reconstruction. Even the most retrogressive men would like to reconstruct, backwardly, of course. If to-day we were willing to have social questions reorganized by those who call themselves the *natives*, because coming from the oldest American families, and having a good share of wealth, we would find that their plan of social reconstruction would be towards monarchical forms, restriction of the suffrage so that only property holders could vote, a large army and navy, and some other reforms of that character. The writer ought to know what he is about on the subject, because he has long lived among such people, and good people, too, the cream of the nation in many respects, but not exactly the kind of cream we need for a civilization resting on human rights as preached by that friend of the poor and the oppressed, the friend of the honest worker, *The Nazarene*!

Leaving aside the classes we have referred to, and the mass of people still clinging around them through the force of old traditions, remnants of feudalism and militarism, we find what we may

call the discontented, that is, groups of men who dare to show their discontent by asserting that we do need a great increase of popular rights before we can claim to be a free nation. Because we have two classes of discontent, the inward and the outward, the silent and the spoken one, the conscious and the unconscious discontent. Even our domestic animals are discontented when treated very badly. And there is a great deal of the animal in men. Hence we can notice two forms of discontent among men, corresponding to our above indications, and thus exhibited through different manifestations.

Man is satisfied with his mere animal needs as long as the higher aspirations of the soul remain dormant under the action of primitive surroundings and the absence of higher revelations through social reformers. As soon as the latter commence to diffuse their teachings among the masses, a new form of discontent springs up. Men then realize that they should have not only what is absolutely necessary to the animal man, but that which God means we all should have for the evolution of the *full man*.

It happens, in our days, that most men have reason to be doubly discontented, because, in great many cases, modern civilization fails to give to quantities of workers even what they absolute-

ly need to perform the work required from them, and yet keep alive in mere animal forms. Because, remember that we require a great deal more from our wage slaves than was expected from the old serfs or chattel slaves. Besides, our workers to-day are supposed to be able to discriminate between such and such political conditions and to directly or indirectly shape the destinies of the nation. Do they do that? Do they do it in any satisfactory manner? Hardly. The very perplexing problems around would show that we have not yet evolved the intelligent citizen. Not even among the intelligent classes can you find any great abundance of intelligent citizens.

Suppose that we try to illustrate the above assertion through that old bone of dissension among us in the whole course of our national life—the blessed tariff. We have tried all kinds of tariff for over 100 years, and we have not come to any agreement on the subject. We are just as much at sea as ever about the kind of tariff we need, or if we need any at all. There are but two small groups of men in this nation who have precise conceptions on the specific results brought about by a tariff. Neither of the two groups may exceed over 100,000 men. One of such groups is formed by the wholesale monopolists and large employers of labor. The other group is composed of single-taxers. The former group is always and forever working for high tariffs. That alone might be sufficient for the workers of the nation to realize that tariffs are the greatest enemies of labor. Only, the higher the tariff the worse for labor. Far from that, even most reformers to-day are dreadfully perplexed on the whole question of tariff or no tariff.

It is one of the most ridiculous facts in human history, the tariff superstition of this nation of ours. And it is not localized among the ignorant, but it permeates the most intelligent classes of society. Yet, stop for a moment to think at the idea of raising wages by taxing what labor is to produce and consume; the idea of protecting the workers by burdening them with taxes! To protect the workers, the producers of all wealth, by taking from them a portion of the wealth they produce! What a perversion of national perceptions all that involves! What are wages but payments in exchange for personal labor or services sold to the one willing or needing to buy such services or labor? If so, the law of supply and demand shall be the regulation of wages, as it happens in the buying and selling of cabbages, etc. And what is it that can make the supply of labor exceed the demand for labor? Land monopoly, that splendid human contrivance through

which we disinherit the many and force them to beg for labor. That alone shall regulate wages. The greater the extent of land monopoly, the greater the number of people in need of selling their services to some one enabled to employ somebody, because directly or indirectly controlling more land than he alone could place to the best use, and so the lower the wages, tariff or no tariff.

Only a few days ago the writer, in a conversation with some friends, and highly intelligent, too, was told: the fact that foreigners are glad at the idea of a reduction in our tariff, that is enough for me to see that it will hurt somebody among us. The writer said: of course that a tariff reduction would hurt somebody. Many of our large manufacturers who have now a monopoly in certain lines of goods, will stop making 30 or 40 per cent. interest on their capital, and will have to be satisfied with a moderate interest, as their brother manufacturers on the other side. Do you know the sally that that brought from our bright friend? But then our manufacturers will employ less people, and will have less money with which to pay high wages! So the American employer is a philanthropist who tries to rectify the mistakes made by our Father in Heaven. That Father, in His infinite recklessness, shovels piles of people on earth without any resources whatever to make a living with, and leaves them at the mercy of our American employers. The employers are made rich by the grace of God, not by employing people and taking from them a large portion of what they do produce. The wages are not part of what labor creates; oh, no, they are . . . a fragment of kindness that our masters, the monopolists, are willing to lavish on their slaves, the landless workers of our land of the free?

All the above is but some of the logical inferences from the absence of logic of our numerous friends, the tariffites, in love, some, with a tariff for revenue, others with a tariff for protection, and a few here and there with a tariff as an American institution, without which our republic would go to pieces.

Let us now try to rise a little higher in this tariff question, a little above the sordid view of dollars and cents, if the object is to keep our precious home markets for our own selves, lest the foreigners flood the country with goods and thus keep our workers out of work. We have just now a sad illustration of the results that then would follow. We are in the presence of a dreadful business paralysis. Why? Because of about 3,000,000 of men out of work who cannot buy anything or mighty little. Don't you see then that it would

be to the interest of our foreigners not to send any more goods than those we could buy and pay for at a fair price? Don't you see that that could only be accomplished by keeping our workers at work? Because a wholesale business stagnation inexorably follows the course of absence of employment with vast quantities of men in any nation.

Then again, what is the object of commerce? What is it that makes commerce profitable in the long run, to any nation or group of men? To be always buying and never selling? To be always selling and never buying? Of course not. Commerce means barter, the selling of products to be paid with other products. Did you ever come across a single sea captain who likes to take goods to any port from which he will have to return with an empty ship, in ballast?

Or do you imagine that foreigners are crazy for our own gold and care for nothing else? Beyond a certain point, the increase of their gold as money would simply lower their money standard, because even the price of money is subject to the law of supply and demand.

What the foreigners want is the goods that we can produce cheaper than they themselves, because of certain natural advantages in our nation, or because of our greater skill in producing certain goods. And what the foreigners want from us is just what will set our workers at work and enable them to obtain good wages and buy freely. And we also want from the foreigners what they can produce cheaper than ourselves, in exchange for that which we can sell to them at a fair profit, and they are anxious to have because it is that alone which will be of some benefit to them and some benefit to us. Did you ever find that it pays to injure your fellow men in your trade with them? Of course not, my dear friend. Trade stops when trade ceases to be profitable. Do you suppose that God built up seaports for the fun of the thing? If international commerce was to be injurious, God would have surrounded every nation with a wall of flames! Why then forever keeping legislators busy so that to more or less interfere with international commerce, with God's laws in nature.

Consider now the supreme aberration of a grand republic like ours, theoretically resting on freedom and yet afraid of free commerce! Can men be free without free commerce? Absence of freedom in commerce means commercial oppression, commercial despotism. And all forms of oppression are the enemies of labor and the friends of aristocracies. You never saw any aris-

tocracy in favor of commercial freedom. Do you, honest workers, sons of toil anywhere, do you need any better proof of the fallacy of protection through commercial restrictions, through tariffs concocted in legislative halls, controlled by the very men who pose as your friends and absorb the wealth of nations, the very wealth you do create, year in year out?

In spite of all the above we realize the general timidity of most men, and how they dread sudden changes. Therefore we say to all our brother reformers: educate the masses about the advantages of a low tariff as an object lesson towards complete commercial freedom. Don't be afraid of a tariff because it may bring a deficit in the revenue. The greater the deficit the better, if the tariff rests on conceptions of freedom. The revenue produced by a tariff comes from the sweat of the laboring men. That makes the wealthy property holders smile, while he pats the back of that old donkey, the laboring man (he will not be a donkey much longer) by telling him: don't you see how nicely I protect you, through the tariff, that human device by which we obtain taxes from the poor without their noticing it?

It is with tariffs that we intensify national monopoly, through its extension to the nations with which we deal. We thus protect our landlords and large manufacturers from competition with those of other nations. We thus place our precious home market under the exclusive despotism of our home monopolists. No wonder that each group of monopolists in each nation is in favor of tariffs high or low, as high as compatible with a certain degree of business activity. It is only in our nation that the folly of high tariffs has been carried to the extreme of pitching quantities of men out of work, and so into the abyss of despair!

To our mind, no social reconstruction is at all possible, in this nation of ours, until the tariff superstition is buried into a grave from which there should be no resurrection.

[TO BE CONTINUED.]

A Big Surprise.—"Do you happen to have any money about you, Snagg?" said Manchester to his friend.

"Sorry, Manchester," was the reply, "but I haven't a quarter of dollar to my name just now."

"Then," rejoined Manchester, as he produced a fat roll of bills, "then you will be glad to get back this tanner I borrowed from you a month ago."

Snagg fainted.—*Pittsburgh Chronicle.*

THE PROBLEM OF THE UNEMPLOYED.

BY W. C. B. RANDOLPH.

The fact that we have among us any who are willing to work and cannot obtain it, indicates an absence of correct industrial conditions. We have been working in a way to bring about that which we complain of. It is not an accident. The helplessness of millions of idle workers is the direct result of antecedent causes. As cause precedes effect, and like produces like, it follows that as present conditions are bad, the causes contributing to that result must be correspondingly bad. No intelligent answer can be made to the questions of what to do, until we trace far back into our present social and economic structure and examine its laws from an ethical and economic standpoint. But of one thing we may be sure at the outset, and save ourselves much time and pains. This question cannot be settled by any temporary measures to bridge these unwilling mendicants over a rough place, for the unemployed have come to stay, or to stay as long as no fundamental change is made, providing for the surplus labor that is a natural product of our present industrial system. The great problem must be *solved*, not laughed down or sneered at. It cannot be dispelled by free music; it cannot be sung or prayed away; it will not die if we pretend to ignore it. A critical analysis of the nature of our working contract will reveal a *fundamental error* from which most of the social perplexities radiate. It lies hidden in that contract, unobserved for ages, and is the poisonous thorn that rankles in the side. Let us keenly scrutinize the terms of the contract. A man, working for an employer, makes a coat for \$1. The material, the cost of which is but another man's labor, is, say \$1. The employer sells the coat for \$4. Then, the worker, in order to obtain one for himself, must make 4 coats. Now, as all workers are working under this same arrangement, it is obvious that they cannot buy back their own product, and all the goods made cannot be sold. This, of course, tends to cause manufacturers to limit production, for they can sell only to those who are yet able to buy. And by this restriction they need a less number of workers. Those thrown out of work will be less able to purchase than they were when they received some sort of wages. The large number of people who do not receive wages directly, as lawyers, physicians, artists, actors, hotel keepers, etc., do continue to purchase the diminishing products of labor, but their own power to buy is on the wane, because their business is affected by a decline in the demand for their services by the workers, who must

dispense with everything not absolutely essential to a bare existence, and who cannot, therefore, patronize the professional classes. This restriction acts and reacts throughout all branches of industry, a loss in one trade being followed by a loss in all others, and both business and professional life become stagnant.

The present industrial system is now arraigned for this basic fault. The working contract is inequitable. It is manifestly unjust that a large majority of the world's population should be deprived of any portion of the products of their labor, be that part large or small. That which a man, by his own life-force, creates is his and not another's.

If, as is done under this contract, he creates something and does not receive it, or receives something without giving of his own individual effort, an equivalent, the industrial equilibrium is awrack and the law of cause and effect brings discord in the industrial realms. That discord is made objective by the presence of the enormously rich and the awfully poor, the unemployed who have nothing and no prospect. We have now traced back to the first cause of the social evil. Can we logically hope to solve the problem without removing the prime factor? It is puerile to imagine that free soup or fresh air excursions will change the unjust character of the industrial contract. But, although we have seen the source from which these undesirable consequences flow, there are yet other minor causes of like nature undiscovered, that demand our attention. The paramount incentive to production under this present system is profit to the employer. And the greater difference between the labor cost and the selling price of an article, the more profit there is in it to him. Hence he is directly interested in every possible lowering of wages. This is done mainly in two ways: first, by competition between actual workers and surplus workers that tends of itself to bring wages down to a bare living, and second, by the use of machinery that displaces human labor, only because it adds more to profit. Machines ask no wages, have no will or opinion of their own to conflict with the individual purposes of their owners and will not strike; they are, in short, better and cheaper servants than the human ones. The machines are in possession of the employers, for the very good reason that, as has been shown, if the workers are unable to buy the necessities of life, they will, of course, not be able to purchase the machines, which, then, will ever contribute to the success of the

employers and to the ill fortune of the workers. As improvement follows improvement, laborers will gradually but surely become a superfluity, and the mournful army of the unemployed grow more destitute and helpless.

By virtue of the one sided nature of the working contract, the employers, as a class, cannot fail to accumulate wealth, and must inevitably become richer and richer. So, having possession of the wealth already in existence, they can dictate terms upon which more wealth may be produced, and the workers, who must live in some way, having no alternative, are forced to accept whatever conditions are imposed upon them. It will now be seen that the contract has nothing of freedom in it, so far as the workers are concerned, and is exactly opposite to every principle of justice. Indeed, it was conceived in economic ignorance and born in an unenlightened and primeval past, before the grand and benevolent principles of justice and equity were evolved in the human mind. The immense advantage that great wealth gives, in allowing time for education and for the whetting of the business wit, is used unscrupulously by the employing classes in making laws governing wealth production. Herein lies the secret of protective tariffs, corporation and banking laws and all class legislation. Laws made by the rich will, in their very nature, be for the benefit of the rich. And this enormous power, far more terrible than can be easily imagined, is used to further accelerate the accumulations of the rich. Since their interests are opposite, under a competitive system, laws thus passed will be detrimental to the workers, and their conditions will become more and more unfavorable. A discovery in mechanics, new methods of manufacture, advanced modes of transportation and communication, will always increase the ghastly hordes of the unemployed. This is evidence that the problem under consideration is far more serious and pressing than is generally realized. And now that the maze has been partially cleared away for a square look at the situation, let us ask, "What shall we do with the unemployed?" The answer is easy and natural. Employ them. Organized society is responsible for the error in the industrial contract, and is, by the laws of justice, compelled to correct that error. Now, we have shown that the private employer has discarded human labor for the machine, never again to be resumed as long as profit is the object of production. It is obvious that, if the individual will not employ the idle, the state must, or they will remain permanently idle. "But has the state a right to interfere in private matters?" Yes, and it does so now by providing schools, libraries,

parks, courts and police, all of which were once in private hands. If the state has a right to do anything at all, that thing must be that which is the most necessary to individual existence. The state now makes it easy for the individual to get a drink of water. Is water any more essential to life than bread? The state furnishes books and papers to the individual through public libraries. Are they more necessary to life than food and clothing? Indeed, the idle *are of the state and have a right to employ themselves!* The life of the individual is protected by the state from an invasion from without. Is there not as much reason for a protection from a more subtle and dangerous foe within? The two propositions are logically the same. And since the state has the right, it is charged with the obligation and responsibility and should assist the unemployed in creating for themselves that which they need the most.

But what is that—parks, roads or clean streets? No; they are suffering more from a dearth of bread, meat and clothing. But the alarm of the tax payer is raised by a fear that it would increase their burdens, if not bankrupt the government outright, to support the unemployed. This is a probably excusable error, but error it certainly is. The idle are willing and able to create by their own labor—*support themselves*—and at no expense to the state beyond a working capital, and for which it could soon be reimbursed. It is true that a policy of public almsgiving would be open to that objection as it would be onerous to the working population and would in no wise stop the breeding of the unemployed. It is for a *solution* that we now seek, not a *palliative*. It may be urged that such employment would compete with private producers and cause fresh trouble. This is also incorrect. The unemployed cannot purchase and must not be considered as an available market. If they were allowed to produce what they consumed it would not affect private enterprise either favorably or unfavorably, and putting men to work in this way, society would correct the *basic error* of the wage system by giving the producer the entire product of his labor, minus operation expenses. The law of eternal justice demands this of society, who must, if she would retain her integrity, obey.

This new field of employment would present an attraction incomparable to the present wage scramble and as rapidly as places could be made for new workers, the ranks of wage labor would be depleted and public employment would grow proportionately. Producing for themselves, they would, for the first time, be able to buy back all of their own product and over production would

be an impossibility. By the use of machinery their labor would be rendered more efficient and they could, having no opposition, reduce working hands without lessening their income or creating another class of surplus laborers. If the state were to do this the individual worker would have a choice and discussions of the freedom of contract between a wage worker and an employer would then be in order. If he did not like the terms offered him by a private employer, he could enter public production. If private employment

suited him best, he would remain there. Gardening, coal mining, lumber, the reclamation and cultivation of arid land, the manufacture of the common necessities of life, the building and operation of railroads and telegraphs, would be first engaged in. Payments to be made in legal tender paper currency, *issued against labor performed*. Other lines of industry would be introduced as fast as a due regard to a thorough system would permit, and the problem of the unemployed would be solved.

SOCIALISM AND LIBERTY.

BY W. P. BORLAND.

One of the prime essentials of freedom in general is freedom of demand; the right of the individual to apply his income to the satisfaction of his wants in his own way; the right to procure for himself and his family all those things he has need of—provided, in doing so, he infringes no natural right of his fellow man—entirely free from the dictation or influence of any superior authority. The socialists recognize this. Schaffle calls freedom of demand "the material basis of freedom" (*Der Brotkorb der Freiheit*.) His language on that point is worth quoting:

"Freedom of demand is a first essential of freedom in general. If the means of life and of culture were somehow allotted to each from without, and according to an officially drawn-up scheme, no one could live out his own individuality or develop himself according to his own ideas; the material basis of freedom would be lost. It is, therefore, important to determine whether or not socialism would annul individual freedom of demand. If it would, it is dangerous to liberty, opposed to the growth of individuality, and hence to that of moral culture generally, and has no prospect of satisfying the most unconquerable instincts of man."

After examining this question at some length, Schaffle comes to the conclusion that "There is, therefore, *on the whole*, no reason why, in a system of united collective production, the wants of individuals should be regulated by the state or limited by its officials. It is specially important to emphasize this, as we must insist that if socialism did deny the freedom of individual demand it would be the enemy of freedom, of civilization, and of all material and intellectual welfare. This one practical fundamental right of the individual to spend his private income according to his own choice is not to be sold for all possible advantages of social reform, and therefore, socialism must, to

begin with, be brought to a clear understanding on this point. If it unnecessarily gives to its principle of production such a practical outcome as shall endanger the freedom of the individual in his own household arrangements, it becomes inadmissible, whatever countervailing advantages it may promise, and even really offer; for the present liberal system, in spite of all its accretions, is ten times freer, and more in the interest of culture."

The point is here well stated from the point of view of socialism itself. We shall be able to determine the value of the above conclusion by examining it in connection with some of the unavoidable consequences of socialism. It must never be forgotten that socialism implies the complete elimination of private capital, of private interest in the productive processes. Production would be an affair in which all would have an equal interest; it would be carried on by *collectively owned and publicly managed capital*. Necessarily, then, only those forms of production could be carried on which received public sanction. The demand for any special product must be of sufficient importance to receive public recognition as a necessary social demand before it could be satisfied; necessarily so, as private production would have wholly ceased and it would be needful to bring a certain amount of public pressure to bear on the social administration to induce it to, or endow it with, the requisite authority to engage in any form of production. The consequences of this on the freedom of individual demand will be sufficiently apparent to those who will take the trouble to do a little thinking from a practical standpoint and who are not blinded by their contemplation of the glittering generalities of socialism. We cannot suppose, for instance, that the petition of some five or ten thousand persons, out of a total population of eighty or ninety

millions, would have sufficient weight with the social administration to induce it, without any further authorization, to apply a portion of the collective capital to the manufacture of some new or previously little used product. Yet, private interest, in many lines of production, has undertaken the manufacture of some special products upon the assurance of much smaller patronage than that; and if the demand of these five or ten thousand persons could not receive adequate satisfaction, what becomes of freedom of individual demand under socialism? Let us consider the matter from a negative standpoint. I must here produce one other very appropriate quotation from Schaffle:

"It would no doubt be in the power of the state to check entirely all demand for what seemed injurious by simply not producing it; the vegetarians, Balzer for instance, lean towards socialism for this reason. But to keep the whole community free from adulterated and pernicious goods is no small advantage, and the task of guarding against the abuse of this power (for instance, by unreasonable temperance men) could safely be left to the strong and universally developed sense of individual freedom."

When we consider this admission in connection with some legislation that has been enacted among us in quite recent years, the consequences of socialist production become absolutely terrifying. It is certainly an advantage to keep the community "free from adulterated and pernicious goods;" but who is to decide what is "pernicious?" Manifestly, those who are in control of the administration, the government, the state, at the time being. "The strong and universally developed sense of individual freedom" has not been sufficient to protect us, even under present conditions, from the enactment of Draconian laws, in some of our states, calculated to encroach upon the freedom of individual demand, and it is quite conceivable, with us at least, that those "unreasonable temperance men," of whom Schaffle speaks, might secure such an influence in the socialist administration as to absolutely put an end to the production of malt and spirituous liquors. This might well be considered an advantage from certain points of view, but, with our present knowledge, it is not conceivable that such a measure would meet with universal approval, and, all the means of production being under public control, what becomes of the freedom of those individuals who protest? And, again, the principle being admitted, it may be easily carried into the many other categories of production. It might, for instance, so happen that the arguments of the vegetarians would prevail with the

majority in the socialist state, in which case there would be nothing for the socialist administration to do but shut up the meat markets and discontinue the raising of cattle and hogs for food purposes. The majority might also be convinced, by high scientific authority, that the wearing of cotton clothing was a sanitary evil, and decree that nothing but woollen clothing should be manufactured, whereupon the production of cotton clothing must cease. This might well be considered no hardship; it might well be to the benefit of the whole people, but what answer would the socialist be able to make to the person who demanded cotton clothing and could not get it, when he complained that his liberty to wear any sort of clothing he pleased was being infringed? These are not at all fantastic and impossible suppositions; they are inevitable consequences of the principle of collective production, and it is utterly impossible for socialists to give any positive assurance that such consequences would not make their appearance. The zeal with which partisans of peculiar ideas pursue their ends, and the manner in which they ignore the rights of others, are circumstances with which we are all familiar. We have no assurance that such persons would not strain every nerve to gain a commanding influence with the socialist administration, as a means to carry out their ideas; and we have no assurance whatever that they would not sometimes succeed; in which cases production would be carried on according to their ideas of the eternal fitness of things, and no others. In short, it is utterly impossible for the socialists to give us any positive assurance that the minority in the socialist state shall be able to secure adequate satisfaction of their wants, should they happen to want something not included in the productive scheme of the administration. It is, of course, not contemplated to give such an undue extension of the principle of collective production as would deny the right of any individual to apply his labor directly to the production of anything he wanted for his own use. Socialism does not condemn individual production, *per se*, it only condemns individual production *for profit*, and there would be no authority to prevent the individual from producing such articles as were not included in the official scheme of production, providing he wanted them bad enough to do so, and providing, too, he produced only to satisfy his own wants, or to give freely to others, and not as a means of income. There are many things which the individual might supply himself with in this way; he might, for instance, brew his own beer or raise his own meat, but there are others, again,—products dependent

upon the employment of complicated machinery, for instance—which he would be utterly unable to secure in the event of the state's refusal to produce them, and, with respect to such things, the state's refusal to produce would amount to an absolute refusal of the right of the individual to apply his income to the satisfaction of his wants in his own way. We might admit, for the sake of the argument, that it would be an impossibility for the latter contingency to arise, that the individual would have no difficulty in supplying himself directly with all those things he desired and which the socialist administration regarded as not "socially necessary" products; still the individual would not be relieved from the necessity of performing enough "socially necessary" labor to procure labor-checks sufficient to exchange at the public storehouses for the other things he stood in need of, and it is quite conceivable that the necessity of supplying his wants directly, which was thus forced upon him, would transform his life into one of as great drudgery as anything which the capitalist system presents to our view. And, again, he would most certainly be deprived to a great extent of the benefits of the social co-operation which socialists make such a strong point of. But, if the socialist administration wished to preserve the integrity of its programme, it would find it necessary to take some practical steps not now contemplated by socialists. If it wished to entirely suppress profit production it would find it necessary to deny the right of the individual to produce *anything whatever* for himself, and decree that the state should, absolutely, be the sole and only producer. We can quite easily imagine a case where there might be a dozen or two, or more, persons in the same community who were united in their desire for a certain article not produced by the state. By a very natural process of reasoning these dozen or two persons might come to the conclusion that it was to their mutual advantage to, instead of producing of this article each just enough for his own needs and devoting the balance of his productive energy to the "socially necessary" labor, have one of their number devote his entire time to the production of this article, thus producing enough for the wants of all, the others paying him for the portions of his product which they required to satisfy their needs, with the labor-checks which it was necessary for him to have in order to satisfy his other wants. This would be profit production; it would be illicit, no doubt, but smuggling is illicit to-day, which circumstance does not prevent the same from taking place. There would be no possibility of the socialist administration coming to any sort of a compromise with such schemes as this. Such

schemes would represent the thin edge of profit production, and the principle once admitted the entire socialist structure would stand in danger of destruction. Therefore, in very self-defense, the socialist administration would be compelled to deal very harshly with them, and would find itself under the necessity of limiting the freedom of individual action in directions not now contemplated. The problem is well stated by Herr Conrad Wilbrandt—*Vide*, "Mr. East's Experience in Mr. Bellamy's World"—as follows: "The organs of the socialistic government must fulfill their task in such a manner that . . . the wishes of the people, proceeding from personal inclination, are gratified, while retaining due regard for what individuals demand without consideration for others." We may follow the idea which is here briefly outlined, throughout all the diverse categories of economic demand, and we invariably approach the same result—no compromise between liberty and despotism, socialism forced to deny liberty in order to preserve its ideal of equality. Unless we can conceive of administrative socialism as being immaculate, and at the same time infallible, it is hard to see how socialism shall be able to escape one of the most serious faults of the present economic system; that of compelling individuals to sacrifice their liberty to their necessities. The socialists are, of course, able to allege that government, and, therefore, administrative methods, would be something entirely different than at present. It is true that there may be no just rule of comparison between ideal social democracy and the actual capitalist democracy. They stand in antithetic relations; the one is for the benefit of the few, the other is for the benefit of all, and it is quite to be expected that vast changes would occur in the organic structure of government; it is to be expected that administrative details would be subjected to closer and more intelligent scrutiny than now, and that the machinery of government would respond more readily to the popular will and work more in the interest of the people. But, there is no conceivable form of popular government that admits the possibility of a minority, either large or small, being able to override the will of a majority of the people, and satisfy their desires in opposition to the majority's dictum; and this is, positively, what must come to pass in order to permit freedom of individual demand under socialism. This is a necessary consequence because of the centralization of all industrial capital and its administration by government: there is no manner in which a minority of the people may satisfy wants which are dependent on the expenditure of capital, when it so happens that a majority of the people

are opposed to the expenditure of capital in the production of things which would satisfy those wants. We can endure considerable restrictions on individual liberty through the governmental processes when the recognized duty of government is confined to the protection of life and property, the collection and distribution of revenue, and such like functions; but when it comes to the determination of such questions as what the people shall eat, drink and wear, why, "that is another story," as Kipling would say. The liberty of the press is something which we are disposed to make much of, and it does not seem clear how it shall be preserved under socialism. The government would be the only printer; there would be no such thing as getting a book or an essay printed except at a government printing house, as private printing houses would have ceased to exist. Therefore, printing, like every other form of production, would become a public function carried on under the eye of the administration. There is a great deal of matter printed nowadays that is bad; much that is indifferent; and an immense lot that is good and which the world would be much the loser to be without. In addition to the matter, good, bad and indifferent, that is profitable, there is a vast mass of stuff which is written for publication but which never sees the light. From the *pot pourri* of matter that is written, private interest selects that which promises to appeal sufficiently to the tastes of the various classes of readers to afford a profit. The result is a mass of literature, good, bad and indifferent, reflecting all shades of opinion and catering to all tastes, even if some of those tastes are vitiated ones. Private interest sometimes rejects that which is good, but the author need not despair if one publisher does not accept his work there are others he can appeal to, and even if he is repulsed by all publishers he still has an alternative left; he may publish his work on his own account if he has the means to pay for it. How would matters work with government the only printer? Obviously, the government could no more undertake the task of printing everything that is written than can private parties. Therefore it would have to discriminate, make selections, exercise a censorship of literature. In certain directions this censorship might do good; the government would undoubtedly refuse to print the vast mass of trashy, blood and thunder tales which now corrupt the minds of our youth, and it is quite certain that no one would be the loser thereby; but how about the good literature? Would the censorship be as beneficial there? We might suppose a case: suppose the government

had been in charge of all printing houses a few years ago when the very holy Mr. Wanamaker was in charge of our postoffice department, would our people have had the benefit of the great moral lesson taught by Tolstoi's "Kreutzer Sonata?" I do not believe it. The advent of socialism would not put an end to the conventionalists of the Comstock-Wanamaker type; they would be as active as ever, and probably more so, because of seeing the means of putting their ideas into practice so much simplified, and at the same time strengthened. What warrant is there that these conventionalists would not obtain control of the censorship of literature? In which case we should be able to read only those books which were patterned after their own narrow and bigoted ideas. What show would a Rabelais or a Balzac stand with such people? I fancy they might also give us a new edition of Shakespeare's works, freed from the contamination of "Troilus and Cressida," "Pericles," and "Venus and Adonis." We might also get an edition of Byron, minus the "Don Juan." I fancy, too, that a Zola, or even a Helen Gardner, would have some difficulty in passing muster before such censors. And what remedy would remain to the author whose work was rejected? None whatever. The government being the only printer, whatever it rejected would stand no show of ever coming before the eyes of the public, because there would be no private capital to undertake the work. Nothing is more certain than that the triumph of socialism would be the death of literature. However good the intention of the socialistic government with respect to literature, the necessity of rejecting a part of the mass that was offered for publication would entail on it the obligation of placing the task of discrimination in charge of persons who were recognized as competent for such duties. This would introduce the personal element, and the consequence would inevitably follow that, instead of having an original literature, satisfying to people of all tastes and different schools of thought, we should have a narrow, artificial, hide-bound literature, reflecting only the personal ideas of the public judges. This, because we cannot suppose that there is any occult power in socialism which shall make man infallible. And so of the drama. The dramatic artist who finds his work rejected in one quarter may now apply elsewhere; if one party has a poor opinion of his work there are others who may not think of it so lightly. He may go the rounds, presenting his production here and there; and, eventually, by hook or by crook, if his work is of any value the public will get the benefit of it. But

how different it would be under socialism. The dramatist must then produce a drama with the sole purpose to satisfy the judgment of the dramatic critics of the administration; if they disapproved, he would have no alternative but submission; he would be compelled to write fits to his hopes, and the public would never have the opportunity to judge of the merits of his production. And who can believe that the newspapers of the country would reflect as many different shades of opinion as they do at present? Is it conceivable that the socialistic government would place any part of the public capital at the disposal of an editor who occupied himself with making bitter attacks on its administrative policy? Would the public be liable to get an unbiased statement of all sides of the social and economic questions of interest to the country, through the medium of newspapers which were absolutely under the control and direction of government functionaries? Those who believe that the socialistic administration would not find means to favor, and extend the circulation of those papers that supported its policy, while limiting or suppressing—even if it permitted them to be printed at all—the circulation of those papers opposed to it, must be dreaming. It may be said that it is no worse—or even better—to have our newspapers under the control, and published in the interests of a government of the people, than to have them published in the interests of, and controlled by a class of capitalists representing but a small part of the people. We might admit that; still it would not follow that socialism was the proper remedy for the latter evil; and there is an old adage concerning the dangers of getting oneself "out of the frying-pan into the fire." How would socialism operate in the field of invention? It has been well said that "every fool invents;" if some means could be found whereby the mass of ideas of all those persons who consider themselves inventors could become tangible realities, we should be swamped with a such multitude of useless contrivances as would make the head reel, and the amount of capital that would be absolutely thrown away is inconceivable. Private interest picks out from all these crudities those contrivances which promise to be useful and gives them to the public with a view to personal profit; those which are not useful fail to appear. It often happens that mistakes are made concerning the utility of novel and original ideas, and private capitalists refuse to advance the means for their introduction, in which cases it is a hard struggle for the inventor, if he is without means himself to get his idea before the public; if he has the means of his own, and the confidence in

his ideas that inventors generally have, he need not be discouraged at the condemnation of others, but may go ahead and demonstrate the practicability of his invention, when his reward is assured. In the vast majority of cases those inventions, which are really useful eventually are placed at the service of the public, the inventor who has not the means of his own to introduce his idea generally succeeding in imparting sufficient enthusiasm to some capitalist to induce him to advance the means for its introduction. Now, with respect to inventions, there would be two courses open for the socialist government to pursue; it must either accept and give a trial to every idea that was offered, or it must discriminate, make selections, with the view of separating the useful from the useless and preserving the former for the service of the public. The first course is not practicable; the government that attempted it would find itself launched upon a sea of chimeras that would render it ludicrous, and the necessary dissipation of capital which such a course would entail would not long be tolerated. Therefore, the only thing for the government to do would be to reject all ideas that did not promise to be useful. This would, again, necessitate the introduction of the personal element into the affair and place the public interest in inventions absolutely under the control of those persons whom it would be necessary to have to decide upon the merits of the different ideas that were offered.

The inventor whose idea was rejected by the public functionaries would see the end of his hopes; his idea must perish, since there would be no way of preserving it except with the aid of the public capital, which aid would be denied him. He would not even have the poor satisfaction of demonstrating the practicability of his idea in opposition to the opinion of the government agents, since such demonstration would require the use of capital and he would have no capital at his disposal. Can it be supposed that such conditions would be encouraging to the introduction of useful and original inventions? It may be said that the functionaries who passed judgment upon the different ideas offered would be learned and expert scientists, selected with especial reference to their fitness for the performance of such duties. Very good, but those scientists would still be fallible; and is it not a matter of record that most of the great inventions of our age have been introduced in direct opposition to the teachings of expert scientists? We should never have had the ocean steamer, nor the Atlantic cable, if the introduction of those things had been dependent on the judgment of the expert

scientists; and who is able to predict the wonders of invention that are yet in store for the human race, which wonders shall utterly disprove the most important teachings of contemporaneous science? Science is notably conservative; invention is radical; it ignores science; it dissipates contemporaneous scientific dogmas and prepares the way for science to mount to higher levels. Invention is the parent of science, not the child. How ridiculous, then, to place the parent in leading strings to the child! We might carry our analysis further, with results no more favorable to the socialistic theories, but enough has already been said to show that socialism would produce stagnation and retrogression. There is nowhere a golden mean for socialism; wherever it takes hold it must trample upon and stifle some of the most sacred and beneficial instincts of humanity in order to preserve its doctrines intact. That is not the way to attain a higher civilization. It may be said that the objections presented refer to triv-

ialities with which the main idea of socialism is not concerned, as the introduction of the main idea may be expected to render the influence of these trivialities, practically, of no account. Oh, ye socialists! no just person shall ever contest the impregnable truth of your main idea; but must we, therefore, ignore the influence of the trivial incidents of life in order to give it standing room? Where is your boasted reliance on the teachings of history? It is just in defense of these trivialities that men have fought, and bled, and died, in all ages of the world. It is not so much the disputes over great principles, but the disputes growing out of the trivialities which arise from the application of great principles, that have caused men to pour out oceans of blood, and expend billions of treasure in tearing each others' hearts in times past. Man can not be wiser than his generation. In the words of Victor Hugo, "it is not sufficient to destroy abuses, but morals must also be modified. Though the mill no longer exists, the wind still blows."

OUR NEW YORK LETTER.

Christmastide at the close of a panic year has always something depressing about it, even though the worst effects of the panic may have passed away before the holiday season comes around, the mere memory of the panic being scarcely conducive either to "joy unconfined" or to the extra outlay which Christmas means so largely. But it is doubtful if any Christmas since that of 1873 has been so deeply tinged with blue as is that of the present year, in New York at all events. It would seem as if we were paying for the comparative immunity from the worst experiences of the past summer, which, as has been previously noted in these columns, was enjoyed in New York. The great bazaar which extends over the square mile between Grace Church and the Stewart Mansion is not deserted, of course; but the swarm of shoppers is hardly more dense than of an ordinary Saturday afternoon, the provision of pretty and useful things laid out to tempt them is made with so little snap that hardly any of the shops are open in the evening, as is customary; while outside the shopping district proper, there is almost none of the usual holiday bustle and air of preparation for the coming festival, but little of the shortening of business hours to hasten away to the selection of gifts, and little even of the carrying of tell-tale packages on the ferryboats and suburban trains.

That this should be so is not strange; for as the months roll by, the broadening of the effects of the general stoppage of industry is bringing home

their share of the loss to thousands who, in the beginning, were only scared and not yet really hurt. With the actually necessitated economy on the part of many has come an utterly unnecessary economy on the part of many others, whose income has not really been reduced, but who have been educated to believe that they are performing a meritorious duty to the public as well as themselves, in restricting their expenditure in times of general disaster: an idea which springs from the utterly fallacious one that a whole community can economize—that there is any such thing as accumulation of material things. In reality, by virtue of a most beneficial law of nature, stated centuries ago, by the Master whose nativity we celebrate on Christmas Day, what we lay up here is only that which moth and rust will corrupt; for the inevitable processes of decay quickly destroy any of the products of man which man finds to promptly consume. One may lay by the right to command other men's services by lending them a portion of that which he produces by hand or brain, or more surely still, by possessing himself of some portion of the land upon which all men must labor, and waiting until the demand for it grows so pressing that he will be well paid for its use. But so far as anyone simply refrains from consumption, whether of necessity or of choice, he only compels his fellow beings, whose products he would otherwise consume, to likewise refrain; and the world, as a whole, is poorer, not richer, as the result.

We have our special local reasons for feeling depressed, too; chief among which is the resurgence of Dr. Parkhurst from the obscurity to which it was to have been hoped at one time he had been relegated, by the universal disgust at his revellings in filth under the guise of social reform. So prevalent is the love of humbug in the human mind that he is being written up for the information of good people throughout the country—by men who would recoil instantly from a proposal to personally imitate his methods—as quite a hero in the cause of political and social purity. As a matter of fact, every step that he has taken has been characterized by either ignorance or injustice of the most flagrant kind; and his whole course has been such as to warrant the charge that it is dictated solely by an insane love of notoriety. It is the same spirit which has saddled on the community the various societies for meddling with and regulating other peoples' affairs; of which those that have done most harm have been Elbridge Gerry's for assuming dictatorial authority over the children of people who are too poor to assert themselves, and the gang of blackmailers headed by Anthony Comstock. These last are a positive danger to the community; and while the chief does not indulge in direct blackmail, as it is perfectly well known that some of his subordinates do, it is clearly evident to any intelligent observer that his spasmodic activity in the suppression of vice (or more often, of quite innocent things which he chooses to call vice) is carefully directed along such lines as will stir up the interest of those from whom his backing comes, and who supply him with the means to conduct his campaigns and incidentally to furnish him with a capital living. Of course there is much that is hateful and depraved in the things that Comstock and Parkhurst attack, as there are often grave evils involved in the management of children or animals by incompetent or cruel parents or owners; but the world should surely have learned by now that no man or set of men are qualified to unerringly determine the competence of other men, that only nature can correct natural faults through the long and painful process of educating generations to better things; and that the aggregation of people called society has no rights over its individual units other than to protect them from mutual aggressions, and never to force them into virtue against their will, except so far as their vices are offensive to their fellow men.

Yet these tyrannical, bigoted, usually more or less hypocritical societies have their pronounced advocates, some of whom in this way wash their hands of personal responsibility to lead the world

to be better; by example and precept; and others who find this an easy way to have their work done (though perhaps in a style that they may not altogether approve) which they are interested in but have not time to look after themselves.

It is the same tendency to delegating matters to other people which gives our politics in and about New York such peculiar features. Ever since the metropolis got too big not only for the townmeeting but even for the sense of personal responsibility to their neighbors which acts as a corrective on the officials of smaller cities, we have fallen into the way of hiring one organization or another to attend to our municipal administration and also of the political machinery through which it is made responsible to the people. For the most part Tammany has been the organization in which the plain, honest people of the city who really, form the majority of its votes, have had most confidence; and it has therefore held the contract. Bad as it is, it is a much better plan than the way they have over in Brooklyn; of now and again getting into just such a terrible excitement as they did this year, rising *en masse* and putting one good man into office—and then going to sleep again. Much of this disposition is due to the essential nature of a suburb; three-fourths of whose population know nothing whatever of its genuine local life and can therefore be aroused to investigation and action only upon special occasion. It is owing to a dim perception of this fact that a sentiment appears to be steadily growing in favor of consolidating New York and all of its suburbs, except that large section which is unfortunately shut out by being across a state line, through which the homes and the workshops of the people being brought under our control, can perhaps be better regulated. However this may be, it is much to be feared that but little aid to improvement will come from the sometimes mere meaning and sometimes self-seeking, but always ineffective body of reformers who chiefly pose in this attitude, and who are now once more displaying their inaptitude for affairs in the singular fatuity with which they have confined their opposition to the comparatively honest and for the present impregnable fortress of Tammany Hall, instead of first attacking and conquering the thoroughly corrupt state machine, just now in a most crippled condition.

Human nature is prone to take hold of the petty details and ignore broad views, however, as witness the tremendous interest being worked up over the ridiculous Hawaiian affair, this and the Van Alen incident being really the most successful political sensations of the season. It is certainly most strange how both leaders and masses

are willing to become responsible for the performance by which it was sought to trick our government into lending its protection to the grab of Hawaii. We are inclined to speak somewhat apologetically of such points of our own pioneer history as bear a resemblance to the dispossession of the Hawaiian natives; but at least our forefathers took the Indians' land from them to utilize to better advantage by their own labor; while the invasion of the Sandwich Islands has been one of a planters' intent only, in which the natives have been gradually enslaved as they became landless and actual chattel slavery introduced by importing coolies. This was bad of itself, but when they tried to play on the buncombe kind of sentiment to protect them in their ill-gotten gains, it was a little too much for respectable people to swallow.

Something of this buncombe, by the way, was visible in the treatment of Van Alen's appoint-

ment, and went far to help on the impertinent determination of our newspapers to run the government. Van Alen certainly showed in the manner of his determination that he had better stuff in him than had been generally supposed, and after all, when we get rid of heroics, there are some quite plausible reasons why a man should be appointed to a foreign mission solely because he moves familiarly in fashionable society, so long as he has fair common sense. The position is not unlike that of a traveling salesman, and a business house will always prefer to employ a drummer with good address and manners, other things being equal. But it is absurd beyond degree that either of these events should have created such furor, and certainly to be hoped that when congress re-assembles after the holidays, they will get down to work and give us solid meat to mentally digest, in place of these kickshaws.

EDW. I. SHRIVER.

An Honored Veteran.

April 1st, 1893, was the forty-seventh anniversary of C. F. R. Moore, as an employé of the Morris & Essex railroad, which employment has been continuous with the exception of three years' sickness, a year and a half in the army, and three years as conductor on the N. J. R. R. Major Ephriam Beach was the Chief Engineer in constructing the line from Morristown to Dover, and he gave Mr. Moore the position of axeman on the first day of April, 1846, and he was put to work at the point of the mountain below Dover making stakes, and he drove the first stake in front of the academy at Dover. After the road was located for two miles east of Dover the contract was given to Cornelius Dickerson to grade the same. On or about July, J. B. Bissenger came from the west and took charge as assistant chief engineer, and Mr. Moore was promoted to rodman, and from that to levelman, and he had charge of the grading and laying of the track until its completion.

Mr. Moore has filled many positions on the road such as freight agent, ticket agent, paymaster, buyer and inspector of ties, wood, etc. He was conductor of the freight train from Dover for three years and of the passenger train from Dover for four years, and when the road was extended to Hackettstown he had charge of the mail train for six or seven years. After that he came to Newark and was conductor of one of the South Orange trains for several years, and in April, 1878, he took charge of one of the Danville accommodation trains, and has continued thereon

up to the present time, a period of over fifteen years.

At the time cars were hauled by horses through Broad and Centre streets to connect with the N. J. R. R. & T. Co., Mr. Moore had charge of the stable, stable-men and drivers, and as it took from 20 to 25 horses to do the work, fresh stock was constantly needed, and he, with a Mr. Robb, traveled through Pennsylvania from time to time purchasing new horses.

During the war Mr. Moore served for a year and five months in the army as assistant paymaster under Major Howell, but was compelled to resign on account of sickness. He has now at his home a certificate from the general paymaster, Major Usher, giving him great credit for the manner in which he discharged the duties of his position.

Mr. Moore will be seventy years of age on October 25th next, and is of remarkably good health and strength, making his runs without trouble, and as easily as much younger men. A remarkable thing in connection with so many years of continuous service is that the engineer of Mr. Moore's train, "Tip" Doty, was an old schoolmate, and the two veterans work together as they formerly romped with one another in childish sport. Of the others whom Mr. Moore knew in years long since past but few are left, only Watts Day, engine dispatcher at Port Morris; Thomas Keenan, of the M. and E. division, and John McGovern, of Nos. 1 and 2, being remembered; Smith Carpenter, Ellis Noe and others being numbered with those gone before.

It is doubtful if there is another conductor in the union who can show such years of continuous service, and it is certain that none are as well preserved as Mr. Moore.—*Railroad Employee.*



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

THE MONTH IN REVIEW.

The reports circulated since the ending of the Lehigh Valley strike that the men were rebelling and refusing to report for duty, are all wrong. The men have not only been prompt in reporting for duty, but, with the exception of the Western Division, most of them have been returned to their positions. At the time the settlement was made it was not expected to fully satisfy all who were concerned, but by far the greater portion of them now approve the action taken. The old employes are continually being taken back into the service.

Many complaints have been made of failures on the part of the Lehigh Company to comply with the provisions of the agreement entered upon in closing the strike. In most cases it has been impossible to trace these complaints to any reliable source. When the order for the discharge of engineers over 45 years of age, was brought to the attention of President Wilbur, he at once declared it to be the result of a misunderstanding, and the four men who suffered by it were promptly reinstated.

The two State Boards of Mediation and Arbitration, through whose offices a settlement was finally effected, are still interested in the matter, and will willingly take up any complaint that is founded in fact or may be substantiated, and present it to the general officers of the road with the view of exerting every possible influence in the direction of having the full spirit of the understanding, under which the difficulty was ended, applied and lived up to. Some instances of what they believed to be violations of the spirit, or failure to apply the full spirit of the agreement, have

been called to the attention of President Wilbur by these boards, and they advise us that the President disclaimed all knowledge of the violations presented and promptly applied the remedies sought. While our experiences before the strike were not of the sort to give exalted ideas of the disposition of this company to abide in good faith by its promises to its men, we must give the managers credit for too much shrewdness to allow themselves to be placed on record as wilfully failing to carry out an agreement, made through the mediation of the official Boards of Arbitration of two great states, and one given so much publicity and attracting such general interest. The number of wrecks resulting from the incompetence of the men employed during the strike, and the additional fact that, while the volume of business on hand is by no means so large as it was before the strike, nor so large as it ordinarily is at this season of the year, the company has been obliged to borrow engines from the P. & R. to move what traffic it has, justify the conclusion that very little of such service will be found to be sufficient.

In a letter from a prominent member of our Order on the Lehigh Valley, who participated in the strike, we are informed that one of the Division Superintendents of that road, after the strike, met two of our members on the street and, as he shook their hands, said he liked men of their stripe, as he knew they would do as they promised. They had given evidence of this by standing by their obligations to their associates through the organizations. Those who stood by the company he regarded as unreliable, as he felt they could not be depended upon to stay on either side.

THE RAILWAY CONDUCTOR.

MISDIRECTED LEADERSHIP.

Some features of the address with which the newly elected Grand Master of the Knights of Labor takes up his official duties might better have been omitted. Mr. Sovereign is destined to learn, before he has added many years to his life, that the most successful leaders of organized labor are not the ones who are constantly on the lookout for trouble. There was a time when nearly all the men who essayed such leadership felt that their most important duty was not fulfilled unless they had a fight in progress or in prospect all the time. But little experience was needed to show the folly of such a course and the strength to be found in more conservative methods. Modern leaders who have demonstrated their fitness by holding their followers within the bonds of discipline, at the same time building up that following both in numbers and spirit until their organizations are to-day the most powerful exponents of organized labor in the world, have not accomplished this great work by empty declamation against capital nor by constantly seeking an opportunity for strife. They have not been eager to ferret out grievances nor rashly ready to put the dearest interests of their organizations to the jeopardy of a contest. On the other hand, they have brought a cool and deliberate judgment to bear upon all differences arising between their men and their employers, and have exhausted all known means to secure an amicable adjustment before appealing to force. Firm in their stand for principle, they have been ever ready to yield in minor matters when such compromise promised to benefit the men most in interest. By consistently following this course they have not only won and held the respect of the outside world and of the men who represent the corporate interests, but have inspired their followers with a confidence in their judgment and discretion which doubly arms them in all times of trouble.

If he may be judged by his salutatory address, Mr. Sovereign possesses none of these qualifications essential to successful leadership. He

opens his administration with a bold declaration of war, making use of the following language: "A great struggle is being waged between two great forces—organized monopolies, struggling to make slaves out of men, and organized labor, struggling to make men out of slaves. The interest is between the dollars of Shylock and the bone and sinew of the industrial masses; a contest between organized land monopoly and the natural rights of God's homeless poor—between the federated trusts and oppressed humanity." This graphic picture of the terrible condition in which he finds labor is brightened by the following sweeping promise, indicating the beatific state into which this modern Moses proposes at once to lead his followers: "We will bring the great avenues of distribution within easy reach of the masses, elect all legislative, executive and judiciary officers of the General Government, and take away the veto power of the President. Thus we will give to the world an industrial system menaced by no tramp at one end and no princely dude at the other." The coolness with which this newly discovered prophet assumes the attributes of his Creator in undertaking to revolutionize not only all existing social and commercial conditions, but the moral natures of men as well, would be ludicrous were it not for the possibilities for evil his position opens up before him. To but few men is given such an opportunity as that bestowed upon Mr. Sovereign when elected to the chief executive office of the Knights of Labor. He can restore that organization to its lost rank among the most powerful of all the reform forces of the world, or he can encourage and hasten its entire dissolution. All who are enlisted in the cause of the workingmen had hoped for great things from his selection to this responsible position, but they find little of encouragement in his public utterances. They will continue to hope, however, that he may perform better than he promises and that he may bring back the organization, of which he is the official head, to all its old-time vigor and usefulness.

ONE-SIDED LEGISLATION.

In his report to the Post Master General, recently published, General Superintendent White, of the railway mail service, recommends the adoption of the following bill by congress during its present session:

Be it enacted, etc., That if any person or persons acting in his or their own behalf, or as the agent or agents, or as a member or members, officer or officers, or as the representative or repre-

sentatives of any organization, or association, shall delay, obstruct or prevent the passage of any train on any railroad in the United States by which the mails are being transported by order of the Post Office Department, the same having been designated by the Post Master General or his authorized agent or agents, to carry the mails, for the purpose of aiding, encouraging or contributing in any way to the success of a strike against any railroad company whose trains are designated as above, or for any unlawful or

malicious purpose, shall be deemed guilty of an offense against the laws of the United States of America as represented in this act and, on conviction therefor, shall be punished by a fine of not less than \$50 nor more than \$500, and be imprisoned for not less than six months nor more than two years for each offense; provided that the provisions of this act shall not operate to protect any train on any railroad not designated to carry the United States mails, or any part of any such trains as may be added to said trains by the railroad company for the express purpose of bringing such added part under the protection of this act.

Those who remember the ease with which the Inter-State Commerce Law was recently distorted by a federal court to discipline men who dared assert their manhood, will at once see wherein this proposed measure might be made a powerful engine of oppression in the same hands. As is common to all such legislation, it is aimed only at the men and contains no provision looking toward the regulation of the corporations. Labor asks no special privileges, it is not continually besieging congress for the passage of laws intended to oppress capital, but it does demand common justice, and the time is not far distant when that demand will be heard and heeded. Let the bill in question be made to include a pro-

vision requiring the railroads to carry out their mail contracts under a forfeiture that will be collected in every case of failure, thus giving them something like equal reasons for fearing a strike, and the men will not be disposed to complain. No instance is on record where the men engaged in a strike interfered with the running of a mail train which was not being used to cover up passenger traffic or was not being used in some other way to bring about their defeat. There is something of hope in the measure proposed by Congressman Hines, of Pennsylvania, looking to a thorough investigation of the Lehigh contest and its results upon the mail service and inter-state commerce. The measure promises absolute justice, but so many others have done as much when presented and have resulted in nothing that the friends of labor will not build much upon it until they see it become law and its provisions enforced by the courts. Place the railroads and their employes upon an actual as well as a theoretical equality, make them both amenable to the laws for every violation, and the first great step toward the entire abolition of strikes will have been taken.

THOUGHTLESS INJUSTICE.

It is, perhaps, too much to expect that the men who recently carried the strike on the Lehigh Valley to a successful termination should be dealt with justly by the press of the country. The bonds of the corporate interests are too strong to be easily broken and evidences of their restraining influence crop out frequently where least expected. *The Agent and Operator* is supposed to be published in the interest of the workers, and has generally shown a disposition to treat all classes of labor fairly, but in commenting upon the strike in question, it administers the following general reproof:

An idea may be in order, however, and that is, why could not this difficulty have been settled before the strike occurred as well as after, by the same means as were used to make the settlement. In other words, arbitration was used to settle the strike nearly a month after it occurred. The board of arbitrators made short work of a settlement when they went at it, so short that we cannot but believe a little of the same medicine before the strike occurred would have had the same beneficial results. We believe in arbitration first, and when that fails, it will be time to talk strike.

The sting of this is to be found, not in the statement itself, which is nothing but the truth, the whole matter should have been settled without even a thought of an appeal to force, but in the fact that it openly ignores the plain justice of

the case and places the responsibility upon both men and company alike. If the writer had cared to know the truth, he could easily have learned, from the published correspondence of the officials of the road, that the men had endeavored, by every honorable means in their power, to do just the things he recommends. Time and again they sought a peaceful solution of the difficulty, only to be met, upon every effort, with a refusal, not only to do what justice demanded, but to even hear their grievances. Failing to secure a hearing as employes of the road, the Grand Officers of their respective organizations were called upon and they, in turn, sought, by every pacific means in their power, to secure a simple hearing for their men. They were ready at any time to submit their case to arbitration, but the officials of the road sternly refused any mediation whatever, and it was not until forced by the immense losses incident upon a suspension of traffic, the disasters caused by the employment of incompetent men and the overwhelming tide of public opinion that they finally submitted to arbitration to save themselves from an absolute surrender. The record made by these officials before and during the progress of the conflict is their own condemnation, and must show conclusively to every unprejudiced mind that the responsibility for every step taken, for every dollar's worth of property destroyed, for every life lost, rests upon them alone, and no sophistry can disgrace the men with any fraction of it.

With the present number THE CONDUCTOR enters upon its eleventh volume—with this number it begins its plan of entering the home of every member of the order, and with it sends the heartiest of the New Year's greetings to all of its friends. The managers will, perhaps, be pardoned some degree of pride in the success achieved in the past, as much of that pride arises from the kind commendation of our many readers who have followed every effort made for the betterment of the magazine with closest interest. Flattering as has been this approval from those we seek especially to please, we realize there yet remains much to be done before THE CONDUCTOR becomes thoroughly representative of our order. To make it such will be our especial aim, and no effort will be spared to that end. In the future, as in the past, we will fearlessly champion the principles upon which we honestly believe rest all the hopes of organized labor. Our stand will always be taken upon our convictions of right, and once taken, will be upheld, regardless of everything but the right. While we will assume no defiant or anarchistic attitude, we will exercise the right to criticize any effort which appears to be made with a view to unjustly extending the prerogatives of the judiciary, or to distorting the spirit or letter of any law, resorted to in an effort, on the part of any corporation and the courts combined, to infringe upon the rights of the organizations. While our best efforts will ever be given to the building up of that organization of which THE CONDUCTOR is the official or-

gan, our sympathies are as wide as the universe of labor, and a helping hand will never be withheld from any portion of the common cause.

For the new year we promise our readers not only a consistent support of those principles that mean so much to them, but will furnish them with an abundance of instructive and entertaining reading matter carefully selected with a thought to the preference of all. After considerable trouble and no little expense promises of contributions upon social and economic topics have been secured from such well known and able writers as W. P. Borland, Jose Gros, W. H. Stewart, and H. P. Peebles. Those who are at all interested in this line of thought, and all should be, will find its various phases not only ably but entertainingly discussed by these gentlemen throughout the year. All who have read the stories from the pen of Frank A. Myers will learn with pleasure that he will continue to fill that department, his first contribution being a thrilling history of the dramatic incidents attendant upon the founding of the Brotherhood of Locomotive Engineers. Other and equally able writers will discuss special topics for our readers from time to time. The various special departments of the magazine will be maintained and interest added, in the hope that each number may meet the taste, and benefit every reader. In short, nothing within the power of the management will be left undone to make THE CONDUCTOR what it should be, fully representative of one of the greatest of all the labor organizations on earth.

THE NORTHERN PACIFIC SITUATION.

It would seem to an unbiased observer that the gentlemen now in charge of the Northern Pacific as receivers had entered upon their responsible duties with a determination to work out an innovation. No one, who is thoroughly conversant with the situation, will believe that the reduction in the pay of the men ordered by them was an absolute necessity, or at least, if it was a necessity, there could be no shadow of an excuse for cutting wages below the figures paid by competitors as well as a further reduction as the result of the abrogation or amendment of rules relating to the pay for extra or unusual services. It was natural that the men should protest against such reduction, and that protest was made in the same friendly spirit as that which actuated them when the violated agreement was made. As soon as this protest was made, however, the receivers took up a course of action which could not but

force bad feeling on the part of the men, if they of had any remnant of self respect remaining. One of these gentlemen openly declared that the employees would strike and boasted how easily their places would all be filled, all before a strike had been mentioned or hinted at by them. Then followed the restraining order, intended to prevent interference with the property of the company and to prevent the men from striking, issued in the face of the fact that no strike had been commenced, no threats even of a strike had been made, and if a strike had been under way the property would have been safe so far as the present employees of the road are concerned, and the receivers and the judge who issued the order knew it. It was worse than a mistake, it was a direct insult, unnecessary and uncalled for. If it is good and constitutional law that restrains a man from leaving a service at a time when the

compensation promised him is materially reduced because the road is in the hands of receivers, it would be equally good law that would compel him to stay in such service against his will, even after his compensation had been reduced below the point of a bare living. When it is necessary the federal government ought to protect receivers appointed by its own courts, but a man has a right to seek work where he may desire, so long as he and his employer do not differ, and he has the same right to leave his employment at will, that he exercised when he entered upon it.

It may not be out of place to recall at this point, the fact that these same gentlemen, upon whose petition the order in question was issued, have been called before the courts to answer some very grave charges. On December 28 last, a petition was filed before Judge Jenkins, author of the restraining order in question, asking for the removal of Messrs. Oakes, Payne and Rouse from their positions as receivers of the Northern Pacific. In support of this request the petition sets forth that when the Oakes-Rolston management took charge they found the road a paying property with all contingencies for several years amply provided for and abundant capital on hand to conduct and properly develop its business. The petition then goes on to say that this board managed to increase the interest charges of the Northern Pacific company for branch lines from \$26,000,000 to upwards of \$86,000,000, all in one year, and for the acquisition of properties, no one of which, (except a small line costing less than \$1,000,000) ever has paid the cost of operation and fixed charges, and many of which do not even pay the cost of operation, and the petition further charges that in several instances and those the most disastrous to the company, the officers and board of directors were themselves interested in selling the properties to the Northern Pacific company at an exorbitant profit to themselves. The story of the collapse of the Northern Pacific is then set out in great detail, naming particularly each of the railroads which were acquired by the Northern Pacific company and which the bill declares completed its ruin within one year of the Oakes-Rolston board getting into power. If the allegations made in the petition should prove to be true it will be seen that the downfall of the road was caused by the worst of management and not by the paying of exorbitant wages to its employees. It would seem that such insinuations against the employees as are contained in the restraining order would have come with better grace from these men if they had first cleared their skirts of the charges set forth in this petition.

It is seldom that one federal judge is so sharply rebuked by another as was the author of this vindictive and revolutionary order; for it can hardly be given a more dignified title, when his action came up before Judge Caldwell, of Little Rock, Ark., for official sanction. Judge Caldwell very properly refused to enter that part of the order of the Milwaukee court enjoining the officers of the labor organizations from ordering a strike on the road or the employees from striking on account of a reduction of wages. In a subsequent interview Judge Caldwell gave utterance to the following common-sense views upon the situation, and they will be most heartily endorsed by every friend of equal-handed justice, the country over:

"If receivers should apply for leave to reduce the existing scale of wages, before acting upon their petition I would require them to give notice of the application to the officers or representatives of the several labor organizations to be affected by the proposed change, of the time and place of hearing, and would also require them to grant such officers or representatives leave of absence, and furnish them transportation to the place of hearing, and substituting them while in attendance, and I would hear both sides, in person or by attorneys, if they wanted attorneys to appear for them. The employees on a road in the hands of a receiver are employees of the court, and as much in its service as the receivers themselves, and as much entitled to be heard upon any proposed order of the court which would affect the whole body of employees.

"If, after a full hearing and consideration, I found that it was necessary, equitable and best to reduce the scale of wages, I would give the employees ample time to determine whether they would accept or reject the scale. If they rejected it, they would not be enjoined from quitting the service of the court either singly, or in a body; in other words, I would not enjoin them from striking; but if they made their election to strike I would make it plain to them that they must not, they quitting the service of the court, interfere with the property or the operation of the road or the men employed to take their places.

"A United States court can very readily find the means to effectually protect the property in its possession and the persons in its employ. I have, in one or two instances, pursued the policy I have indicated, and the differences were satisfactorily adjusted."

If every court in the country could be presided over by men holding such manly and straight forward views as these laboring men would need no safer asylum. The contrast between them and the views of Judge Jenkins, as expressed through his order, is decided and shows how great is the menace to the rights of common people when men of mediocre talents and minds bound down by prejudice, are elevated to the bench.

The men on the Northern Pacific have shown themselves to be reasonable, intelligent and conservative, and will not suffer these attacks to divert them from their pursuit of justice nor drive them into hasty and ill-digested action of any

kind. Not only the interests of the men they represent, but of the company and of the country at large, are safe in their hands, Judge Jenkins and the receivers to the contrary, notwithstanding.

Under the new conditions it will be necessary for THE CONDUCTOR to go to press several days earlier than heretofore and we must ask our correspondents to have their letters in by the first day of the month of publication, at the very latest. This applies especially to such communications as are used in the Ladies' and Fraternal departments. All contributions intended for the Miscellaneous Department should be in by the 15th of the previous month. In the matter of obituary notices correspondents will please remember that our space is limited and only brief mention can be made of each death save in cases where such death was met in the performance of

duty. Enough of the formal resolutions adopted upon all such occasions are forwarded to us every month to fill several pages of the magazine. They are all practically the same, both in wording and sentiment, and our readers will at once see the reasons for the rule excluding them from our columns save upon very special occasions. Correspondents will confer a favor by giving this rule attention. Make the obituary notices brief, giving only date and facts of death, concise life history and mention of near surviving relatives, leaving out all matters of pure form, such as the resolutions mentioned, and they will be given space readily under the appropriate heading.

COMMENT.

The employees of the Clover Leaf have adopted a novel and unprecedented plan to secure living wages. Since Receiver Callaway took charge of the road, last May, the wages of the employees have been systematically reduced until at present many allege that it is utterly impossible for them to support their families on the wages allowed. In this emergency, rather than take the chances of losing a strike and remaining out of employment the balance of the winter, the employees conceived the novel idea of petitioning the United States Court to allow them to receive living wages. The petition was filed December 22. It is the first action of the kind ever taken, and the outcome should be watched with interest by railway employees in all parts of the country.

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The *Railway Age*, in its issue of December 22, presented a list of 123 roads, comprising a mileage of 33,195, which were in the hands of receivers. Since the list was published the Santa Fe has joined the procession with about 8,500 miles of road, bringing the total mileage up to 41,695. Making an approximation to the figures of the Interstate Commerce Commission, we might say that there are at least 200,000 employees on these 124 roads, and if the court allows the petition of the employees on the Clover Leaf and assumes jurisdiction in the matter of their wages, it will have the effect to bring this entire army of men under the same jurisdiction and allow them the same recourse.

* * *

This is an extension of the principle of govern-

ment control of railways, which many will view with apprehension of grave consequences to follow, while others, again, will undoubtedly see in it a step leading up to the realization of their fondest hopes. While extreme views in either direction may be unwarranted, one thing seems certain; and that is, if the federal judges assume the jurisdiction they are asked to, the adjustment of wage difficulties on receivership railways will be greatly simplified and strikes will come to an end. It is hard to see how the employees will be any the losers, and it may be that the Clover Leaf men, whether consciously or unconsciously, it matters not, have taken a step which will prove to be a long one in the right direction of a permanent solution of the labor problem on railways.

* * *

After all there seems no good reason why the federal judges should not assume jurisdiction over the question of wages paid to all employees on receivership roads. They fix the wages of the receivers, and why should they not do the same with the other employees? A federal judge at Omaha has just refused the petition of the five Union Pacific receivers to be allowed salaries of \$18,000 per year each, and the United States Court at Milwaukee now has under advisement the petition of the three Northern Pacific receivers to be paid for the services also at the rate of \$18,000 per year. When the federal judges decide such questions as this, why should they not also decide what wages shall be paid to the engineers, conductors, brakemen, firemen, and all other classes

of employes on receivership railways? It is well that this question has been raised. It is hard to see how the court can avoid taking action, and it will be worth something to know what a federal judge considers as "living wages."

* * *

After all has been said about the necessity of getting rid of Mr. Powderly, it does not appear that the Knights of Labor have much improved their status as a power in the labor world by the election of Master Workman Sovereign. The Knights of Labor, as an organization, was born within the garment cutters' union in Philadelphia, and throughout its rather checkered history, in prosperity and adversity, the garment workers have remained loyal, and literally formed the backbone of the organization. The main strength of the Knights in the east lay in Clothing Cutters' Assembly 2853, of New York; 2904 of Brooklyn, and 6224 of Newark; and now, at a meeting of these assemblies, on December 23, at which over 600 members were present, it was unanimously decided to renounce the Knights and join the United Garment Workers of America, which organization is affiliated with the American Federation of Labor. It cannot be doubted that this is a severe blow to the Knights. Some are inclined to regard it as a death blow, and it is worthy of note that, in setting forth their reasons for breaking with the order, the Garment Workers allege dissatisfaction with Grand Master Workman Sovereign.

* * *

It may be that the course of this gigantic organization is run; that it has performed its allotted task. I should be loath to believe this, but whether it lives or dies, the principles upon which it is founded are correct and they will ultimately triumph. What the organization requires now is a genius at its head who is able to see far enough into the future to formulate a plan of action which will eventually reconcile the isolated trade union interests and the vast general interests of all labor and bring them into harmonious relation for common action. They want a Napoleon of labor—something which Powderly was not, and which it remains to be seen whether Sovereign is or not. If he is, he shall be able to snatch victory from the jaws of defeat and lead the Knights to a place where, on the basis of their grand principles, they shall again take a commanding position in the labor world. If he is not, the order is bound to decay and die the death. But, whether it lives or dies, the final result will be the same; although the movement may be delayed, labor will, in the end, triumph. The labor movement is, in the

words of Professor Ely, "the effort of men to live the lives of men," and the intelligence of man shall yet formulate a plan to work out its accomplishment. Education is the salvation of labor, and it is becoming too generally diffused among workingmen to permit them to fall back into the slavery of the middle ages.

* * *

In his annual address Mr. Gompers says that "it is no exaggeration to say that more than three millions of our fellow toilers throughout the country are without employment." Mr. Gompers has probably not overstated the case at all, rather under, I should judge, and he exhibits considerable penetration when he states the causes of this deplorable condition as being improvements in machinery, and "the ownership and control of the wealth, of the means of production, by private corporations." But he becomes childish when he says that "We, the representatives of the organized toiling masses of our country, offered the only reasonable, practical and tangible solution to meet the changed conditions of industry." This "solution" was the eight hour day, and Mr. Gompers devotes a large part of his report to it and the consequences which would follow its introduction.

* * *

It cannot be denied that the eight hours' day would be of benefit to labor; it would relieve somewhat, the stagnation and reduce the reserve army of capital to somewhat smaller proportions it would be a palliative for abnormal industrial conditions, but to call it a "solution" is puerile. And when we consider the demand for progressive reduction in the hours of labor as a remedy offered to attain equilibrium in the industrial world, the "solution" becomes both intangible and unpractical. What is wanted to restore equilibrium in industrial conditions is equality of opportunity; the freeing of the worker from the tyranny of his necessities, so that he may stand before the employer a free man: actually, as well as tentatively, free to accept or reject terms of employment at will. No simple reduction in the hours of labor will bring about such a condition of affairs. As long as the ownership of the "means of production" remains with the class of employers exclusively, no reduction in the hours of labor shall suffice to apportion to the worker his proper share of the results of production; the number of those out of employment would be reduced, but there is no guarantee that the larger number of workers shall be able to obtain any greater proportion of the product than did the smaller number. The principal disability under which labor suffers to-day is, not an excess in the

hours of labor, but an economic trope in the conditions of ownership of the means of production. When man is, industrially, a free agent, he shall be able to work few or many hours as he so pleases, and employers will have no power to change the facts for their own benefit. We have reached a period in our industrial development where it is abso-

lutely essential to the permanence of our civilization that we establish a new basis for the right of property; this is the only salvation for the rights of labor, and sooner or later the fact must be recognized. As long as one man may absolutely control the material basis of another man's existence the other man must remain a slave.

"B."

BORROWED OPINION.

Labor unions are to-day, as they have ever been, the hope of those who toil. They would strengthen manhood and dignify citizenship. They stand for everything that would better the condition of mankind. The union laborer is the friend of progress and should be encouraged; the "scab," its enemy and can be spared. A proper estimate of his worth was given some years ago by a lawyer in one of the courts of London, when a union man was tried for intimidating a "scab" from going to work in a strike. In summing up the case the counsel for the unionist said: "According to the unionist, the 'scab' is to his trade what a traitor is to his country, and though one may be useful to one party in troublesome times, when peace returns they are deserted alike by all. So, when help is needed, a 'scab' is the last to contribute assistance and the first to grab a benefit he never labored to secure; he cares only for himself, but sees not beyond the extent of the day, and for momentary and worthless approbation would betray his friends, his family and his country. In fact, he is a traitor on a small scale, who first sells his fellowmen, and is himself sold in turn by his employers, until at last he is despised by both and deserted by all. He is an enemy to himself, to the present age and to posterity."—*Trainmen's Journal*.

Organized labor has risen slowly, but with a calm, steady rise like that of a leviathan who, when risen, is not to be easily overthrown. It has not risen with a precipitancy that would argue that its basis was unstable and was not likely to endure the siege of capital and capital's minions. It has arisen out of the very hearts and brains of the best and most earnest workers in the cause of labor that the world has ever produced. It is not a vision or an erratic scheme. It is not a mirage in the desert of social freedom and brotherhood, but a reality that will bear good fruit and bring fresh, cool water to the lips of the wayfarers in the social half-world.—*New Era*.

When there is a real distress resulting from industrial depression the first duty of every man is, obviously, not to increase the distress by dismissing men and women from his service to swell the army of the unemployed. It is equally his duty to continue his usual scale of expenditure, if his income will admit of it, because if he does not he will indirectly dismiss from service some who have been employed in supplying his wants. It is a sadly mistaken course of charity to dismiss some from employment in order to have more to bestow upon others who may not be willing to work at all, and may be wholly undeserving of charity.—*Chicago Herald*.

A few weeks ago a train robber in Missouri was sentenced to twenty-five years' imprisonment. In Texas four train robbers have just pleaded guilty and been sent to the state prison for thirty-five years each. It is most encouraging to see law-breakers of this class dealt with so promptly and rigorously in the west and south. The Texas gang were disposed of within ten days after their crimes were committed. If the states deal with such rascals in this fashion there will be no need of making train robbery a capital offence, as has been proposed.—*New York Tribune*.

The development of the legal theory that employment by a public corporation such as a railroad differs essentially from employment by a private individual, which had its first enunciation in the celebrated Ann Arbor railroad injunction case, has been given marked impetus by the injunction issued at the request of the receivers of the Northern Pacific railroad by Judge Jenkins of Milwaukee. This injunction prohibits the employees of the road from "combining and conspiring to quit, with or without notice, the service of the road, with the object of crippling or embarrassing its operation, and generally from interfering with the officers and agents of the receivers or their employees in any manner by actual violence, intimidation, threats, or otherwise."

It must be said on behalf of the men that some ground for dissatisfaction has certainly been given them and that in any other business situation than the present depressed one there would be some justification for a strike. The Northern Pacific road has been wrecked by a succession of brilliant Wall street financiers, most of whom have retired from its management with comfortable fortunes. It is now in the hands of receivers who have chiefly signalized their administration of its affairs by demanding salaries of \$18,000 a year apiece for their services. But when it came to fixing the salaries of the less exalted employees of the road the receivers showed marked thrift. In August all salaries were reduced from 5 to 20 per cent, according to the amount of the individual salary. In October further reduction was made. As railroad salaries are not, save in the case of a few very lofty officials, particularly liberal, it is natural that these radical cuts created widespread resentment and that threats of a strike were openly made. Taking their cue from the act of the officials of the Toledo & Ann Arbor railroad—action which, by the way, resulted in the bankruptcy of that road—the Northern Pacific receivers went into court and applied for an injunction, and have received it.

To people of conservative mind the trend of

these legal decisions is alarming. If we accept the principle that two or three employes of a railroad have not the right to quit its service by concerted agreement when provocation has been given them, or even without provocation, we must accept with it the accompanying theory that railroad managers have not the right to discharge large bodies of their employes when economy dictates such action. It is difficult to understand why, if the injunction obtained by the Northern Pacific receivers shall stand, the Pennsylvania road, on whose lines, according to newspaper reports of yesterday, wholesale discharges of employes are taking place, could not be restrained from such reduction of its force. There must be reciprocity in the relations of employer and employed or there can be no justice. Surely there is neither reciprocity nor justice in a legal view which declares that employes may not agree to relinquish their places while the railroad may rightfully discharge them without notice and without cause. The fact of the matter is that the decision of the court is really a development of the theory that a railroad is a public servant. The flaw in the action of the court is due entirely to the fact that the public has handed over its rights and the management of this public service to individuals who utilize their authority for personal profit alone.—*Chicago Times*.

The strike on the Lehigh railroad was terminated, fortunately, early in December. The officers of the company immediately proclaimed that it was settled without their concession at any points. So far as we can understand, however, the strikers won a substantial victory. It was a deplorable thing that the employes of the railroad should have gone out on strike at a time when so many hundreds of thousands of workmen are involuntarily idle through the paralysis of industry. But it should be understood that such conservative bodies as the Locomotive Engineers, the Locomotive Firemen, and the other railway orders and brotherhoods, are not accustomed, through their highest authorities, to sanction and conduct a strike, unless there are good grounds for it. These men do not enjoy strikes. We are inclined to believe that the moral responsibility for this particular trouble rests with the officers of the Lehigh road. Agreements which had been made with the men months ago, and which ordinary good faith required should be kept, were disregarded by the company; and representative committees abundantly entitled to a hearing were refused an opportunity to present their case. The State Arbitration Boards of New York and New Jersey intervened to effect a conciliation, and succeeded in persuading the officers of the road to honor the rules and agreements of last August, to listen hereafter to grievance committees, and to take back the strikers as rapidly as possible without prejudice on account of their strike. Just why these officials could not have acted with ordinary courtesy and tact at the outset, and met with frankness a set of employes whose position was a fairly reasonable one—is a question they should be compelled to answer to the stockholders of the road. Moreover, it is a question that a discommoded public has an equally good right to ask. High praise is due to the Chairmen of the two Arbitration Boards for their efficient interposition in

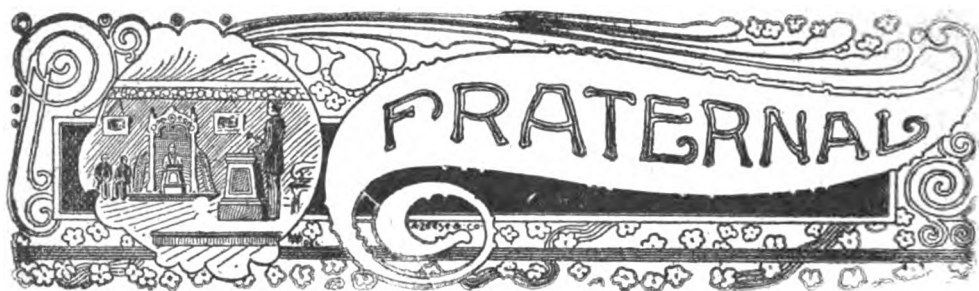
behalf of all interests. This case well illustrates the value of conciliation and arbitration as principles. But the law should go further and in some manner, under specified conditions, compel insolent railway corporations to arbitrate labor troubles.—*Review of Reviews*.

Four men who bear on their shoulders an immense amount of responsibility and bear it well are: Peter M. Arthur, grand chief of the Brotherhood of Locomotive Engineers; F. P. Sargent, grand master Brotherhood Locomotive Firemen; E. E. Clark, grand chief conductor; S. E. Wilkinson, grand master Brotherhood of Railway Trainmen. These men are all tried and true labor leaders—careful, conscientious and conservative. The various matters of the respective orders which they represent are safe in their hands, and the members of the different lodges, as well as the public at large, all have confidence in their good sense, sound judgment and loyalty to the rights of capital, as well as the rights of labor. As long as these labor organizations are represented by such able and conservative officers, the country need have no fear that anarchy will get the upper hand inside these organizations, or that expensive and exasperating strikes will be ordered just for the sake of striking. These men are all a credit to the class of railroad men that they represent, and an honor to American citizenship. Their efforts toward bringing the Lehigh strike to a successful and satisfactory termination would entitle them to the warmest words of commendation, even if their past acts did not fully justify the belief that they would at all times prove themselves the levelheaded champions of organized labor.—*Elmira, N. Y., Telegram*.

What the honest, needy people among us ought to be asked to give is not part of their labor in the future, which a debt would represent, but their labor now—something that can be given and something that every honest man is not only willing but eager to give. There should be no after-clap. Let the transaction be cleaned up and done with. We can take care of our own people here. Let us do it and let us do it in a way that will do the most good not only to those in need, but also to us who have the means to befriend in time of need. A work test is the thing to be applied, and at once and on every occasion. Instead of giving out food on promises to pay, it should be given out for the actual performance of labor to those who are able to labor. To those who are not able it should be given freely and a benediction with it.—*Indianapolis News*.

Two railroad wrecks, the Reading and the New England, make up the record of President McLeod for a few months of the present year. There never before was a Napoleon who met two Waterloo within twelve months and came out with flying colors from both. This young man is a new study in Napoleonism.—*Chicago Herald*.

The public interests demand that the courts which have been called on to protect the railroads make a most searching investigation into the causes of bankruptcy and hold to the strictest accountability every man directly and indirectly responsible for these stupendous disasters.—*St. Louis Chronicle*.



MEMPHIS, Tenn., Jan. 2, 1894.

Editor Railway Conductor:

Division 175 on Dec. 10th, 1893, held an election, and on Dec. 31st, 1893, installed the following Brothers for the year 1894: W. B. Leonard, C. C.; A. J. Hogan, A. C. C.; J. B. Stewart, S. and T.; H. L. Dickinson, S. C.; L. L. Fairbanks, J. C.; J. C. Perkins, I. S.; G. A. Robinson, O. S. Board of Trustees: H. McDonald, Z. J. Goodwin, W. H. Sebring. Delegate to Grand Division, W. H. Sebring; alternate, W. B. Leonard. Division correspondent, W. H. Sebring.

We had a large attendance at our annual installation, and as was expected all present enjoyed themselves. The *good* Sisters, of Ladies' Auxiliary No. 29, were present in force and encouraged us by their smiles and words of cheer, for be it known No. 29 of Ladies' Auxiliary has more pretty women among their members than any other division in the *United States*, and their hearts are in the *good work* they have so nobly undertaken. *God* bless the noble women of our order, wells from the hearts of every member of 175 O. R. C. *God* grant that we may enjoy many more of these pleasant yearly installations.

In looking back over the year just taking its farewell there is much, very much to admonish us of our great responsibility and our duty to our fellow man. The year just closing leaves behind it many rocks that rise before us like huge mountains—lofty aspirations and cherished hopes have gone down into the *vortex* of hopeless failure and despair. Let all the past with *good* or of failure be a beacon light to guide us in the future.

Great questions and momentous issues will confront our order in the year 1894, not only us but the whole of the laboring world. The plutocrats of our country are daily growing *stronger* and *more soulless*, while labor is *segregating* and drifting apart as the Indians of North America have done. Unless we, as laboring men of thought and reason, come closer together and live upon a general platform of all for *each* and *each* for *all*, I greatly fear that 1894 will witness many a defeat for the laboring masses and

a *step upward* and a stronger foothold gained for *dishonest* plutocracy. The hungry wolf may spare the *lamb*, but there is no record in heaven or on earth where the *sordid*, selfish, grasping plutocrat ever gave justice to humanity only at the end of the *law* or to decoy the masses into their net for greater *gains*. Let the laboring people of America stop and reflect, and then let all get into line—get in close touch with each other, and all work for the betterment of humanity. Division 175 is enlisted on the side of right, and that for the whole of the war, nor will we give up the fight until victory is inscribed on our banner. Equal rights for all, special privileges for none, and justice for all. May the new year, 1894, open more propitious for the poor of our land, and may its *closing* record more of joy and less of sorrow than the year 1893, just closed.

Wishing our grand officers and our brothers of the order a happy and prosperous new year,

I am, very truly,
W. H. SEBRING, Div. Cor.

WILKES BARRE, Pa., Dec 21, 1893.

Editor Railway Conductor:

Since writing my last letter the strike on the Lehigh Valley has been declared off, and that in the fulfillment of the hope I then expressed Truth compels me to admit, however, that all of the old employes of the system are not thoroughly satisfied. Some of the boys do not, nor can you make them, understand why every man was not given his old place back at once. I am confident, though, that everything will come around right if we only have patience and are not too hasty. Charges have been made against the grand officers by some of our city papers; even going so far as to accuse them of selling out, but the papers making those accusations are not responsible. Bro. Wilkins was here on the 15th inst and fixed up the pay roll. On that date we had twenty-four conductors working out of thirty-three.

In order to show just what a railroad official thinks of a "scab," or putting it milder, "a Philo-

pena," (see Shehan's telegraphic C. C., 1892), I must quote to you from the recent experience of two of our members. Shortly after the close of the strike they met a division superintendent of the Lehigh Valley who greeted them with a warm hand-shake and was in every way as cordial as though nothing had happened. During the progress of the conversation the superintendent assured them he liked men of their kind as he could depend upon their doing all they promised. They had given evidence of this honesty of purpose by standing by their obligations and by their brethren during the trouble just ended. The men who stood by the company, however, he regarded as no men at all, and felt that they were not to be depended upon, whatever might be their professions. If they did not have the manhood to stand by their obligations he could not rest in assurance of their good faith when promising allegiance to the company and could never be certain of finding them where they were wanted at any time during the strike. He always knew where to find those who took a manly stand, such as had the two Brothers with whom he was talking, and could not but respect them for it, knowing they would abide by what they thought was right without thought for the consequences to themselves. From this we can see what thanks a man gets for making himself an object for all true men to point the finger of scorn at; and allow me to say right here, that I for one can have no good thought, word or wish for any member who not only so disgraces himself but in so doing casts a slur upon the Order to which he is obligated.

Perhaps I had better drop the strike business here, and confine myself to giving the news from Division 160. I am more than glad to be able to report that we had only two "Philopenas" among all our members. I was running baggage for Bro. Hufford when the strike was ordered. We came out that morning to run an extra, but were delayed ten minutes in starting, on account of Bro. Hufford being that much late, causing us to miss all our connections. On coming back we had two hours for dinner and were then to go out on our regular run. When I had the train ready and pulled down to the station I learned that Bro. Hufford had been suspended for being late in the morning, and that M. Gillespie (Philopena) was there to take his place. When the strike took place they sent for Bro. Hufford and he went back to work, continuing until he was taken sick a few days after. He was told if he would stay away from work he would be put on the pay roll, but replied that when he was well he would report for work; he did not care wheth-

er the strike was on or not. Bro. Marsden, the other member of our Division who "Philopenaed," claims he was not notified we were to strike, or that he did not vote. He was the first man on this division who was asked to vote, and his excuse then was he would like to see the engineers vote first. Now, Brother, I would like to have your opinion on the above in our January issue.

[The editorial clipping from the Elmira, N. Y., *Telegram* on the subject of "scabs," given in the December CONDUCTOR, so completely answers Bro. Finley's request that we reproduce the most pertinent portions of it here:

"If a lot men are out of work and there is an opportunity presented to secure employment during such a labor upheaval as now exists between the Lehigh officers and its employes, it is perfectly natural, if not perfectly proper, that such men, bound by no previous voluntarily assumed obligation, are anxious to secure the situations thus made vacant. Self-preservation is the first law of nature, and it generally affects all human beings alike. But any man who will, of his own volition, join a lodge, order or brotherhood, subscribe to its by-laws, take a solemn obligation to stand by his fellows, reap the benefits of the order during its days of prosperity, and then turn on brothers during the days of adversity, and refuse to strike, when a majority vote for a strike, is a dirty, stinking specimen of a half-baked human being. A decent boss, clear down to the innermost depths of his own manly heart, hates a man of this make-up far more than he does the 'striker,' who, though he may be opposing said boss's wishes, and interfering with said boss's financial and business interests, has the manhood to stand by his comrades, and the courage and conscience to respect the obligation of his own solemn oath. As we understand it, no compulsion is used to induce engineers, firemen, conductors or trainmen to join their respective orders. They join of their own free will, or remain outside of the organizations, as they may each individually elect. But any man, after voluntarily attaching himself to any such order, who violates his solemn obligation, simply to retain his situation, instead of standing up and taking his medicine, with the rest of his brothers, like a little man, is a sneak and a traitor, by the side of whom Judas Iscariot and Benedict Arnold were mere pigmies."—Ed.]

Our annual election was held on December 17, and as a result the following officers will look after the interests of Division 160 during the coming year: W. H. Hubble, C. C.; S. D. Brown, A. C. C.; J. H. Keithline (Old Reliable)

S. and T.; James Corrigan, S. C.; John Rooney, J. C.; John Keithline, I. S.; Thomas Kelley, O. S. Trustees: James Finley, W. H. Hubble, John Taw.

We have now a membership of about 85, but expect to increase to 100 during the next few months. I know the brothers will be glad to hear that our worthy brother, John F. Cavanaugh, has purchased a boot and shoe store in our city and will be pleased to have all brother railroad men call on him.

Hoping that when you hear from me again all the brothers will be back in their old places, and the company will have regained its good old name of the "always popular" Lehigh Valley, and wishing you and the order in general a merry Christmas and a happy New Year, I remain,

Yours in P. F.,

JAMES FINLEY, Cor. Div. No. 160.

MOBERLY, Mo., December 27, 1893.

Editor Railway Conductor:

Another year is almost numbered with the past, and how many brothers can say, "I have done my duty as a member of the Order"? I hope all can, but I fear a great many cannot honestly say "I have done my whole duty." Let all make resolutions to give more attention to the work of our divisions in the years to come, and when they are past we will have no regrets. The kindness the Brothers met with from Brothers in the west on their trip to California is the topic here discussed. You can hear them say, "Why is it not so here?" It can be if we will endeavor to make it so. Division 49 is still holding meetings the first and third Sundays of each month, at Engineer's Hall, but I am sorry to say some of the members are not giving much attention to them, especially among the passenger men. It is seldom a passenger man is seen in Division room, and there is never a meeting day but there are some of them in the city. The coming year should be a prosperous one for Division 49. All the officers are on runs that have their "lay over" here on Sunday, so that there will be no excuse for their not attending. They cannot, however, succeed without the assistance of the other members. Our officers for the coming year are: J. W. Canatsy, C. C.; W. A. Sours, A. C. C.; Claud Cushwa, S. C.; Mike Lynch, J. C.; H. H. Brewer, S. and T.; H. E. Whittenberger, I. S.; Frank Mead, O. S.; Ed. Cory, R. C. Murry, H. S. Kratzsinger, Division Committee.

I would call the attention of brothers to Sec. 5, Art. VII of the statutes. I do not think our members should wait for the divisions to enforce this section, but should of their own free will comply.

There are members working here, and have been for years, who still belong to divisions at a distance. We also have members working on other roads who should be required to transfer. Not that I wish their names taken from our rolls but for the benefit of the individual member and the Order in general.

If Sec. 3, Art. VII of the statutes is enforced the members will be a great deal better posted, and I hope to see it enforced to the letter in our division.

Wishing THE CONDUCTOR and all members of the Order a happy and prosperous New Year. I am

Yours Fraternally,

J.

ST. PAUL, Minn., December 30, 1893.

Editor Railway Conductor:

It has been some time since you have heard from St. Paul Division No. 40. It seems very hard to get any of our members to accept the dignified office of division correspondent, consequently there is no one to perform that duty, and that is why Division 40 is very seldom heard of through THE RAILWAY CONDUCTOR. It may interest some of our brothers in other parts of the country to know how we are getting along up here in the North Star state. Division 40 has a membership of 225, and each year our roster increases in number. Our net gain in 1893 has been seventeen. Our sister, Minneapolis Division No. 117, located 10 miles up the creek, has a membership of 130. So the twins, "Minnie and Paul," represent a membership of 355. These two divisions can boast of having a team that is equal to any emergency whether it be in the state legislature fighting for the anti scalpers bill, or as delegates in the grand division, making laws for our order. I refer to Bro. J. D. Condit, of Division 40, and Bro. Geo. M. Miles, of Division 117. Everything they undertake is bound to succeed, and now the prospects are that both will go to Washington, D. C., to aid in the passage of some bill by congress that will forever put a stop to the sale of scalpers tickets. I can just imagine Bro. Condit sitting in a game of draw with the Hon. "Buck" Gilgore, of Texas, raising before the draw on a pair of nines. I'll bet two to one on Condit every time. If anyone doubts the ability of Brother Condit I request him to correspond with Brother J. J. McManous, of Division 40, who served on the anti-scalpers legislative committee last winter with Brothers Condit and Miles. He can vouch for the correctness of my statements. Sunday, December 17, Division 40 held their annual election of officers and served a little goose and turkey on the side. We had

present about 150 conductors, and consequently the meeting was a grand success. Division 40 has adopted the custom of serving refreshments each year at the annual meeting, and I think it is money well spent, for it brings the members together and gives them a chance to discuss matters that are of interest to us all. It creates a good fellowship that can't soon be erased from our minds. Several stories were related by Brothers Condit and Monty, which fully satisfied all present why the management of the Omaha system have adopted the rule of sending their passenger conductors over every line of the system instead of leaving them on their regular runs same as heretofore. Space will not permit me to go into details, but by sending a two-cent stamp to Brother Condit you will receive full particulars by return mail. Sunday, December 24, Minneapolis Division 117 held their annual meeting and served refreshments. Division 40 was invited and all the hungry members were present. In justice to Division 117, I must confess that their spread was three degrees ahead of Division 40, but even with all this extra food and drinks (coffee and water) I am sorry to say there was nothing left on the banquet tables within reach of any members of Division 40. It is rumored now that in future invitations to Division 40 will only be given one day in advance, as that will limit the time for fasting. Members on the Duluth railway please take warning, and in future eat a little more lunch at Hinckley. In conclusion, will say that my intentions were to only write a few words so as to let all know that we are prospering and moving along peaceably, although just at present there are several war clouds hanging over us, but it is hoped that the officials and the different organizations will come to some agreement satisfactory to all concerned.

Yours in P. F.,
M. N. Goss.

—
PORTLAND, Oregon, Dec. 21, 1893.

Editor Railway Conductor:

As letters are scarce in THE CONDUCTOR from our part of the country, I will send a few lines in the hope that they may encourage others to push forward the good work. On December 2 an excursion train of six Pullman sleepers and one baggage car arrived from Chicago over the Union Pacific road, occupied by two hundred persons, including members of the Conductor's Mutual Aid and their wives and sisters. A jollier, better looking crowd, and, I will add, a better behaved, never visited the city of Portland. The train was run by our old and esteemed friend E. B. Coman, who was wide awake to the wants and interests of

his charge. The party was met out on the line by different members of our division here, who had old-time friends from the east or middle states in the party, and it seemed like a genuine reunion to see the greetings of all on board. Conveyances were in waiting to carry the party to the Portland Hotel, where they had previously arranged to quarter. During Saturday night the party visited the theaters, Chinatown, the ships in the harbor, and other places of interest. Sunday was spent in writing letters, street car and hack rides, and almost the entire party paid a visit to our division hall in the Opera Block, where we endeavored to entertain them with music and speaking. A very pleasant affair was the presentation of a beautiful onyx clock to Brother Joe Flory, by the excursion party. The presentation speech was made by Brother Joe Kirchbaum, and though Joe says this was his maiden speech, we are inclined to doubt it. Brother Flory was almost too full for utterance, but managed to thank the donors in a happy way. The party left here for San Francisco at 6 P. M., Sunday, Dec. 3, all jolly and happy. While we cannot probably compete with the cities of Denver or Frisco in the entertainment line, we hope that all went away feeling that they were welcome at Portland. Conductor Mort Young had charge of the train from Portland to Ashland, near the California line. This was my first acquaintance with Brother Flory, the president of the association and in charge of the party, and I must say I commend the good judgment of the members in selecting such an able man as its leader.

In all my railroad experience, for the first time, I did not have to switch certain cars in certain places or turn cars in the train. They left here in the opposite direction from which they arrived, and, when asked about it, Brother Flory said, "We have railroaded and we have sworn too much at other people for the same thing. We are like a Baldwin engine, we work both ways."

Below is a bill of fare specially prepared by myself, and was served at a banquet given the visiting ticket punchers here.

MENU.

SOUP.

Draw Bar with Black Oil and Brass Filings.

ROAST.

Car Wheels—Chief Dispatcher's Sauce (by wire). Ham Operators with Small Salaries (cut).

FRICASSE.

Compling Pins with Dope Sausage, Tough. Air Hose No. 2 and No. 4, Stuffed with Gravel. Track Bolts, with or without Nuts, Hot.

MORE ROAST.

Chief Dispatcher's Roast at long range, replied to by Operator's Sass at long range.

OYSTERS.

No. 2 Bridge Washers, served hot on shovels.

HASH.

Made of Brake Dogs and Throttle Valves, served to box car passengers at full speed.

EXTRAS.

Railroad Frogs, served on fish plates, charged extra.

MORE SOUP.

Monkey Wrench Soup, thickened with Railroad Spikes, served in dope baskets.

DRINKS.

Conductor's Punch, with Raw Ice.

DESERT. (Near Pocatello.)

Switch Locks Wrapped in Waste. Hot Box, served with Horse Chestnuts, red hot. Ice Cream served on top of smoke stack, at full speed. Brake Beams, served with tramps under cover.

CAKE.

Car Wheels smothered with Sand Burs.

Yours,

SAM STEWART.

The above is dedicated to Brother Flory.

Waukesha, Wis., Dec. 19, 1893.

Editor Railway Conductor:

When the Lehigh Valley company reconsidered its refusal to treat with committees of its employees, which refusal had precipitated the strike, a notable victory was gained for organized labor. There never was a hard fought battle in which both sides did not sustain loss, and that is true in this case. The men went into the struggle with their eyes open, however, and bore themselves so well as to not only triumph but to win places on the honor roll kept sacred for those who fight labor's battles manfully. Every working man in the country will feel the beneficent influences of the principles they so gallantly sustained. Every effort which tends to increase the stability of the toiler's position and to add to his selfrespect, advances him by just so much, toward that independence for which we all are striving. Constancy of employment and contentment will, in turn, add to the working value of the laborer and thus the employer will be benefitted. In my humble opinion the Lehigh Valley strike will, through the principles it has sustained, do more good, eventually, for both employer and employe, than a score of laws such as have heretofore been passed ostensibly for the benefit of working men. It is to be hoped that railroad managers will take at least a portion of the lesson to be found in the outcome of this strike to heart, and hereafter submit differences to arbitration before appealing to more costly measures, only to be defeated in the end. They may safely determine that no unjust claim will long be upheld by a majority of their men.

M. McCLAIN.

BEDFORD, Dec. 29, 1893.

Editor Railway Conductor:

Your humble servant having been appointed correspondent for THE CONDUCTOR from Division No. 303, New Albany, Indiana, will make his bow by sending you a list of officers elected and installed at our last meeting, December 24, which is as follows:

S. M. Mathers, C. C., 151 Bank street; H. A. Hening, A. C. C., 389 East Elm street; G. T. Weddell, S. and T., 38 West Market street; R. T. Hinton, S. C., 208 East Fourth street; C. W. Toliver, J. C., 204 East Oak street; T. B. Hubbert, I. S., 450 East Oak street, New Albany, Indiana; Geo. Underwood, O. S., 116 Court avenue, Jefferson, Indiana. S. M. Mathers, Cipher Correspondent; W. M. Deuel, Journal Correspondent.

As you know our division started about one year ago with about thirty-five members—mostly from No. 89 and the old Huntingburg division—and to-day we have a membership of eighty, debts all paid and a nice little balance on the right side of the ledger, of which we are quite proud, these hard times. We meet every Sunday at the corner of Pearl and Market streets, and a hearty welcome always awaits any visiting Brother. Give us a call if you want to see the best work done by the best team we have had the pleasure of seeing, even in divisions of a great deal more pretensions. The circular relative to scalpers' tickets was not received here with enthusiasm a good many thinking we were going into something outside our line of business as conductors, but all have enthusiastic praise for the manner in which our chief represented the conductors in the Lehigh Valley strike, and think we have the right man at the head. Hoping you will accept this first attempt as a correspondent, I remain Yours in P. F.,

W. M. DEUEL.

CLEVELAND, Ohio, Dec. 25, 1893.

Editor Railway Conductor:

A merry Christmas to all. As the year '93 is about past, how many of us can look back and say we have done our duty to our noble order? How many can say, with a clear conscience, that they have not let a single chance pass, where they could have done good, without making an effort to improve it? Do we do our duty when we stay at home on meeting day just because we do not feel like going to the division room? Your answer must be no, and by that simple word you condemn yourselves. How often, as we come out of the division room, or the same day at least, we meet some Brother who asks, "what

did you do to-day," and "who was up there?" All these questions should be answered as I answered them not long since, "If you want to know why just come up and see." There is one thing noticeable about these stay-away Brothers, they are invariably good kickers and can find the division room as soon, if not sooner than the other class, if they are in trouble or think they don't get their rights. To them I want to say right here, that getting your degrees, paying your dues and not attending division meetings does not constitute the duties of a member of the Order. It is his *imperative* duty to attend every meeting of his division and do his kicking on the floor, and not in the conductors' room or yard office in front of a lot of outsiders. Brothers, take a fool's advice, and during '94 attend every meeting possible and help the officers of your division make the division a success, for they alone can not succeed. They expect your help and you are pledged to give it to them, and the only way is for you to come up to the rack and take your share of the work and make the old machine howl. Now, one thing more, and I will not intrude any longer. The country is full of good conductors who are not members of the Order. Now, why is this? It is not a hard question to answer, but, nevertheless, it is a subject that should be looked into by every member of the Order. If a man is a good, competent conductor and eligible, we want him, and in nine cases out of ten we can get him if we go at it right. Most men can be reached via the pocket-book route, and when you show them that they can carry three thousand insurance in the Order for just about the same they can one thousand in the B. of R. T. you are on the right route. Now, Brothers, let's all put our shoulders to the wheel and see if each and every one of us can't bring in one new member this year. There is one more subject I must speak of and I am done, and that is our unemployed members. Are you using your influence in their behalf? If not, why not? Situations on railways are a good deal like the proverbial flea and none of us know how soon we may be out in the cold, looking for a situation, and if you extend a helping hand when you are on top you are sure to have the same extended to you if it is your ill-fortune to be down. My good old mother taught me this maxim, "Do unto others as you would they should do unto you" I remain

Yours in P. F.,

"BRICK."

BOWLING GREEN, Ky., December 31, 1893.

Editor Railway Conductor:

The members of Division No. 133 held their

regular annual election of officers to-day, and the following named Brothers will hold the reins of office for the ensuing year: C. C., J. L. Hocker-smith; A. C. C., C. C. Molan; S. and T., Wm. Lewis; Sr. C., Frank Crockett; Jr. C., Roths-child Vanderbilt Carter; I. S., A. C. Wyatt; O. S., C. C. Medley.

If Division 133 proves as prosperous as its C. C.'s name is long, and as famous as the name of its Jr. C., well might we all feel proud of her one year hence. The name of the S. and T. does not strike one as anything unusual, but you will always find him at the roll call (for dinner), and I predict for him a record in which his division, 133, may take pride.

The men on the L. & N. System for the last four months have had to labor under many disadvantages. On September 1 their wages were reduced ten per cent with a promise of restoration December 1, but the restoration failed to make its meeting point on account of orders from the general manager.

We were glad to see the stand made by the L. V. men, and the honors gained, and are only sorry that they were not taken back in a body. There is no doubt in my mind that the lesson will prove of lasting good to organized labor.

It is with much satisfaction we note the improvement in THE CONDUCTOR. May it go on until it stands at the head of the list as a labor advocate. It would be well for every railroad man in the country to read and ponder over the letter from S. E. F., of Minneapolis, in the Dec. CONDUCTOR. While there are many who are practicing his preaching, others would do well to turn the famous New Year's leaf and commence.

If any Brother at Ashley, Pa., meets one J. W. Stebbins' claiming to be a member of the order, with pad and pencil in hand, do not take him for a crank. He is only a reporter on a paper, and if he makes as good a reporter as he is a member of the order, he will be a hustler. He belongs to 133 and is A. 1.

With the hope that the year 1894 will be a prosperous year for the order, both numerically and financially, I am most respectfully,

Yours in P. F.

RAMBLER.

LOUISVILLE, Ky., Dec. 18, 1893.

Editor Railway Conductor:

The charter of Monon Division No. 89 is again draped in mourning. That grim monster, Death, has invaded our ranks and claimed for his own, while yet in the vigor and prime of manhood, our much loved brother, Henry Adkins. We have just returned from paying the last sad duty we

owe to the dead, and ere we return to busy life again, I will, in my humble way, tell you something of the manner of his death. It was an accident, and a very sad one. Brother Adkins in company with his son, a lad of fourteen, left home last Saturday evening to go to the Mississippi Valley R. R. office to turn in his reports. That done they boarded a passenger train that would take them within a square and a half of home. In attempting to get off at Fourteenth Street and Broadway, Brother Adkins lost his balance and fell between the platforms, and both trucks of the sleeper passed over his legs above the knees, mangleing them horribly. This happened at 6:15 p. m., just forty minutes after he left home, and he died at eight o'clock. Brother Adkins was forty-five years old, a member of the Christian Church, a kind, loving father, a good citizen and a first-class railroad man. The remains were taken to Elizabethtown, Ky., this morning for burial, the funeral being in charge of Monon Division No. 89. The C., O. & S. W. railroad furnished a special train free of charge to take those who wished to attend the funeral to Elizabethtown. The special was given right of way over all trains both ways.

The train left Fourteenth and Broadway, which is only a short distance from the late home of Brother Adkins, at 9:45 o'clock. It was in charge of Brother Al Crockett and Engineer William Curty. About fifty conductors with their families were on the train.

The services were conducted by the Rev. T. B. Bottomley and the Rev. C. W. Hicks, of this city. At the grave the beautiful ritual of the Order of Railway Conductors was rendered under the directions of J. G. Harrison, C. C. of Monon Division No. 89.

The pall bearers were Conductors Henry McKenney, J. J. Kerten, R. P. Carter and Jas. Connor, of the C., O. & S. W., and I. Wright and W. A. Ross, of the Louisville and Nashville railroad. After the interment at Elizabethtown the funeral party returned to this city. Rest to his ashes, peace to his soul. The boys of Monon Division will not soon forget the officials of the C., O. & S. W. for extending the courtesies of the road to the family and friends of our dead brother.

Monon Division has suffered greatly by death and sickness in the last year, but we are still in ship shape and will begin the new year with plenty of hope and a cheerful spirit. Though we have five or six good brothers on the sick list, those of us whom God has blessed with health and plenty will take care of them. Business is pain-

fully dull on roads leading out of here. All markets are dull, even the matrimonial market.

No one getting married, breaking into banks (they are all busted), into penitentiary and but few into jail. The serpent of the still is the only thing that seems to be flourishing in this "hand made, sour mashed, copper distilled" country of ours, but his snakeship must be feeling somewhat the dullness of the times from what I overheard one of his clients say the other day. He said: "You know times must be dull when a fellow can't git a dime to git a drink with." I judged from that, that he expected the first dime, and if the "fellow" happened to have two, why he might get a steak for the family with it. But, Mr. Editor, for fear I am imposing on your time I will bring this lengthy communication to a close by extending to you and all the Order the warmest of the season's greetings.

Yours in P. F.,

SHORT LINE.

Roll Away.

Roll your ball of snow, children,

Roll your ball of snow!

The more you roll your snowball up,

The bigger it will grow.

Roll a kind thought round, children,

Roll it all around!

Until it gathers all kind thoughts,

That gentle hearts have found.

—January St. Nicholas.

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Going Him One Better.—Watts—"I had supposed that excessively high heels were out of fashion, but I saw a woman on the street to-day with heels on her shoes fully two inches high."

Potts—That's nothing. I saw a woman on the stage last night, the heels of whose shoes were higher than her head.—*Indianapolis Journal*.

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Actress—You are a divorce lawyer, I understand?

Lawyer—Yes, madam; I secure divorces without publicity.

Actress—Um—I'm in the wrong office. Good day.—*New York Weekly*.

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The Way of a Mean Man.—Mrs. Suttle (insinuatingly)—John, Mrs. Swiftly's husband has just bought her a lovely sealskin cloak

Mr. Suttle—I always said Swiftly had a wheel in his head.—*Chicago Record*.



CHICAGO Jc., Ohio, Dec. 11, 1893.

Editor Railway Conductor:

At our last regular meeting, held December 7, 1893, we had our annual election of officers in Myrtle Division No. 25, L. A. to O. R. C., for the ensuing year. The choice of the division was found to be as follows: Sister C. A. Cross, President; Sister W. H. Budd, Vice-President; Sister D. E. Hilgartner, Secretary and Treasurer; Sister J. L. Slagle, Senior S.; Sister B. C. Lewis, Junior S.; Sister J. M. Wray, Guard; Sister J. W. Crooks, Chairman of the Executive Committee; Sister Jas. Duncan, Corresponding Secretary.

The Order, in a general way, is in a flourishing condition, and we feel proud, as we have just moved into our new O. R. C. Hall, I am

Very truly in T. F.,

MRS. D. E. HILGARTNER,

Secy. and Treas. No. 25.

PORT HURON, Mich., Dec. 20, 1893.

Editor Railway Conductor:

As it is sometime since anything has appeared in THE CONDUCTOR in behalf of Michigan Division No. 32 L. A. to O. R. C., perhaps the friends generally, will be interested in knowing that we are alive and prospering nicely for new beginners, our division having been organized only since April 5 last, but under very efficient officers.

Our meetings are held on the first and third Fridays of each month, in Maccabee Temple, which is one of the neatest and most commodious buildings in this city. At our last meeting the following officers were elected for the ensuing year:

President, Mrs. Helen McIntyre; Vice-President, Mrs. Hannah Wilson; Secretary and Treasurer, Mrs. Minnie Woodward; Senior Sister, Mrs. Flora Hemmingway; Junior Sister, Mrs. Aggie Davis; Guard, Mrs. Jessie Deforge; Chairman of Executive Committee, Mrs. Kate McCarthy.

The installation of officers will take place on Friday afternoon, January 5, 1894, when the ap-

pointive offices will be filled. I will now conclude by wishing all a merry, merry Christmas and a happy New Year. CORRESPONDENT.

LIMA, Ohio, December 18, 1893.

Editor Railway Conductor:

It is with pleasure I write you from Lima Division No. 27. We have not a very large membership, but our meetings are very pleasant. Our prospects are very encouraging for this, our second year.

December 14 we had the pleasure of entertaining as our guests Grand President Mrs. J. H. Moore, of Toledo; Mrs. J. M. Sewel, and Mrs. T. B. Bussert, of Erie Division. Mrs. Moore assisted us in our election, which resulted in the choice of the following officers for the ensuing year:

Mrs. E. H. Mattice, President; Mrs. A. L. Heath, Vice-President; Mrs. A. N. Ridenour, Secretary and Treasurer; Mrs. W. W. Armstrong, Senior Sister; Mrs. J. R. Gunther, Junior Sister; Mrs. T. Mulcahy, Guard.

In the evening all members accompanied by their husbands were handsomely entertained at the residence of our sister, Mrs. W. W. Armstrong. The evening was pleasantly passed in music, cards, etc. Yours in T. F.,

MRS. E. H. MATTICE, Cor. Sec'y.

CLEVELAND, O., December 15, 1893.

Editor Railway Conductor:

Bethlehem Division No. 1, L. A. to O. R. C., being first on the list of the division directory in THE RAILWAY CONDUCTOR, is desirous also of being among the first to report the result of the election of officers for the ensuing year. The election took place at our regular meeting December 14, the officers-elect being as follows: Sister S. N. Pennell, President; Sister O. N. Pomeroy, Vice-President; Sister S. L. McCutchin, Secretary and Treasurer; Sister Frank Stone, Senior Sister; Sister E. B. Blake, Junior Sister; Sister P. Raleigh, Guard; Sister Geo. Milliken, Chairman Executive Committee; Sister C. P. Hodges, Correspondent.

The above list comprises an entire new list of officers, with the exception of secretary and treasurer and correspondent, the latter leaving the president's chair and taking her place at the "foot of the class" with alacrity and cheerfulness, for "The last shall be first and the first shall be last," you know.

The election passed off very pleasantly indeed, and all concede that a very able corps of officers will fill our chairs next year.

The retiring officers, and especially the president, extend grateful thanks to the members for the kind support and consideration which has been tendered them during the past term, and feel sure the new officers will deserve and receive the same,

Arrangements are being made for an entertainment in the near future, and judging by past events of this kind, everyone attending is assured a grand good time beforehand.

As many others will no doubt wish space to make similar reports I will make this letter short, and hope the Ladies' Department may be full to overflowing with good news and good cheer for our auxiliary.

Yours in T. F.,

MRS. C. P. HODGES,

No. 5 Fairfield st., Cleveland, O.

MEMPHIS, Tenn., January 1, 1894.

Editor Railway Conductor:

Bluff City Division No. 29, Ladies Auxiliary of O. R. C., at their last meeting elected the following officers for the ensuing year:

Mrs. Sam Dustan, President; Mrs. L. Aucoin, Vice-President; Mrs. J. C. Perkins, Secretary and Treasurer; Mrs. G. A. Robinson, Senior Sister; Mrs. L. L. Fairbanks, Junior Sister; Mrs. Frank Downey, Guard; Mrs. Harry McDonald, Chairman Executive Committee; Mrs. W. H. Sebring, Corresponding Secretary.

Although our division is in its infancy, scarce a year old, we have about forty members and active workers. Our meetings are well attended, yet we might have larger gatherings, which would be greatly enjoyed as well as beneficial to our members. Our secretary and treasurer for the past term, Mrs. Sam Dustan, has been untiring in her duties. She, with other officers, wanted rest, so we made changes, but of places, not members. The best of good feeling prevailed. Our organization has done its share of charitable work. Truly there has been need of charity in these most disastrous times. Our prayers are that we may be able to continue all charitable works, but that with the new year will come prosperity and less need for such aid; that the prospects will brighten for our people. Less en-

slavement of our working classes is also our hope, but with little or nothing to base it upon. Still we shall pray God's blessings upon our people, and particularly upon our band of Brothers and Sisters, and all loved ones.

Yours in T. F.,

MRS. W. H. S.

New Year Greetings.

TOLEDO, Ohio, Dec. 18, 1893.

Editor Railway Conductor:

So much has been crowded into the past six months, so swiftly have the days passed on, I almost wonder where I am, and can hardly realize the winter is with us, but one glance is convincing. I realize, ere long, another year will have passed away. A new one, with all its hopes and fears, we are about to enter upon. As is the custom, and who does not respect the customs of the times in which he lives, as we begin the year let us cast aside all that will in any way prevent our starting the new year as we should. As an organization we enter upon the new year with much to encourage us. The prospects are, we will establish our work in many places where heretofore we were not known. So many questions are asked in regard to the Ladies Auxiliary that I take this opportunity to state, the objects for which the association is formed are: to unite the interests of the wives of members of the Order of Railway Conductors for moral and social improvement; to secure to the members support and assistance in times of sickness and distress, and to co-operate with the Order of Railway Conductors in further extending their interests and membership. I urge upon divisions, and this means every member we have, the fact that our opportunities for doing better work are universal. The Fair and the panic both naturally detracted from our work. The new year calls for our best efforts. One of the true incentives to any work, is interest. The great interest that is now manifest in woman's work surely meets the approval of all who have given the subject any consideration. Women who are interested in any particular line of work will find inspiration in associating with women whose natural tendencies are in the same direction. This applies to our work. We are benefitted in every respect by coming in contact and being associated with women of corresponding interests. The trouble with us women, in our attempts to establish our work, has been in the fact that we have not made a study of it. We do not as perfectly understand the good or evil which will result from certain proposed reforms as we should if we hope to work intelligently. When we have pro-

posed reforms they have become impracticable, why? Because we think too little of the possibilities they represent. The destructive force of individual greed and selfishness is at work in every organization. This power will sap the vitality out of the strongest order ever instituted; we should take measures to avert impending dangers resulting therefrom. An organization with selfish interests is hurtful. Let one of the fundamental principles of our Order be, "of the Order, for the Order, by the Order."

If this Order is a benefit to the wives of railway conductors it has a right to exist even though it does not inure to the benefit of those not interested. Our methods compare favorably with those of like orders. It is not so much the opposition we meet that retards our growth, as it is the indifference of our members. If every member we have begins the new year with a resolve to do some work for our cause this year, what great things we may accomplish.

The "Dustan Medal," presented to the Grand Division by Sister Dustan, Secretary of Division No. 29, of Memphis, Tennessee, to be given the subordinate division which has the best record for the time it has been organized, is in my possession. When the annual statement of the Grand Secretary is submitted I will take pleasure in presenting the medal to the division entitled to it. The medal was made by the C. S. Hook Co., of Memphis, Tennessee. It is beautiful, indeed. It is the size of a silver dollar; its face represents our emblem, and on the back is inscribed, "Presented to the Grand Division by Mrs. Sam Dustan, 1893." All divisions heard from in regard to the medal are enthusiastic and express a desire to be fortunate enough to capture it. The conditions are so considerate, being based upon the best report for the number of members, that our smallest divisions are given an equal chance to compete for the prize. Sister Dustan's desire to increase the interest and further extend our work, meets the hearty approval of all. The many words of praise we are receiving for her are well merited, and our greatest appreciation of the generous gift will be evinced by earnestly striving to secure the medal. With a merry holiday greeting for all, I am

Yours in T. F.,

MRS. J. H. MOORE, G. P.

St. Louis, Mo., December 9, 1893.

Editor Railway Conductor:

With the beginning of our new year of work St. Louis Division No. 11, L. A. to O. R. C., wishes to fall in line in the columns of THE CON-

DUCTOR where we have heretofore had no representation.

We meet regularly the first and third Thursdays in each month, at Anchor Hall, corner Jefferson and Park ave., where any sister will be sure of a cordial welcome from one and all of us. Though we are in the midst of a great railroad centre, in "this great city full," how few there are of us! But we are hopeful for the future. How many a homesick wife, who is necessarily left alone a great part of her time by her husband's duties, could be cheered and comforted by the warm words of greeting from our Sisters, if they would but let us reach them; the husband is a member of his division, why is it not his duty to let some Brother who has a wife in the Auxiliary know of the wife at home, who is, perhaps, "a stranger in a strange land?" Of course I speak as one in a city. In smaller towns strangers are not so inaccessible.

One of our Sisters has proposed what we all think is a good plan to replenish our treasury, and also increase sociability among us. A tea is to be given once each month at the residence of some Sister, beginning alphabetically, each Sister attending to pay ten cents, and also try to bring a non-member as a guest. If the menu is too elaborate the hostess will be fined one dollar. As gossip is prohibited it is hoped that each hostess will try and arrange something of a literary or musical character. We can all read, some can sing or play. How much pleasure and amusement can be derived from the study of some good book, while fingers are busy with the many bits of work which all women delight in. We are all housekeepers and homekeepers as well, and to many of us, I know, an afternoon devoted to rest and entertainment, and entire absence from household duties, and the "cares which infest the day," will be of lasting benefit. Who knows to what heights we may yet attain? The first tea will be given on the second Thursday in January, by Sister Arnold, the originator of the idea, and first in alphabetical order. In this manner we hope to reach many conductors' wives, and also add to our funds.

We have just passed through the ordeal of our second annual ball, which was a success socially if we did not come off with flying colors financially.

To those of us who had the benefit of the convention at Toledo, and met the many representative women from all over the broad land, banded together for the mutual elevation and advancement of their Sisters, to us, as to them, it has surely been an inspiration and an incentive to mor-

earnest, zealous work; not only helping us, but our husbands and families.

Though we may not have the least possible chance of securing the Dustan medal, much charitable work is being done in a quiet way. We have no trumpeter to sound our good deeds abroad, but perhaps what is done is as effective because done quietly.

December 7th the annual election of officers was held. Our worthy and efficient president, Mrs. Frank Gillan, was re-elected by acclamation. The subordinate officers were all changed; but if the new ones fulfill the duties assigned them as faithfully as their predecessors, we will have a good record for the coming year. The election passed off pleasantly with none of the heart burning usually attributed to the gatherings of women of whatsoever degree.

As I have been chosen to represent our division in the columns of THE CONDUCTOR I hope to obtain the privilege of a little space each month.

Yours in T. F.,

MRS. JNO. B. FRENCH,
Cor. Sec'y Division No. 11.

DENVER, January 2, 1894.

Editor Railway Conductor:

I thought as you had not heard from this Division L. A. to O. R. C. for some time, I would at least send the information that we not only live, but are very lively and prosperous in spite of hard times, panics, railroad receivers, demonetization of silver and numerous other obstacles. Our Division, No. 23, thought we had just the best and most capable President, and that all our officers were just suited for the positions they filled, but December 8th was the day for the annual election of officers, and as they all positively refused to serve any longer, we had to elect new ones with the following result: President, Mrs. J. J. Bresnahan; Vice President, Mrs. W. W. Hinkley; Secretary and Treasurer, Mrs. A. M. Ladd; Senior Sister, Mrs. W. P. Ogden; Junior Sister, Mrs. M. B. Smith; Guard, Mrs. J. H. Myers; Chairman Executive Committee, Mrs. F. C. Shea; Corresponding Secretary, Mrs. L. Greer.

December 22nd was our next meeting and installation of officers. At the close of the meeting Mrs. Kissick, our First President, was presented with a beautiful pin and badge, the emblem of our order, by the Division, Mrs. Bresnahan making the presentation speech. Mrs. Kissick was so taken by surprise that for a moment she could not say anything, but quickly recovering herself she was equal for the occasion, as usual, and replied in words of kind apprecia-

tion. Then Mrs. Hinkley arose, and in a nice little speech presented Mrs. Graham, the outgoing President, with a beautiful souvenir spoon, the gift also of the Division. Mrs. Graham replied with words of thanks. Then the formal proceedings closed and all the members and one visitor sat down to an elegant banquet, provided by the outgoing officers, presided over by Mrs. Kissick, who made us another fine speech. All did justice to the table and enjoyed the social hour. We felt that the women were not behind the men in their ability to make speeches and know how to select officers, for we feel that we have a very capable set of new officers and know how to have an enjoyable time, and that we shall succeed admirably when we come to use our new privilege of citizenship. We are very proud of our Division, and think it one of the best, if not *the* best, in the land, for you know Denver is noted for being the best and having the best of everything and doing the best things, and Denver Division No. 23, of L. A. to O. R. C., will not spoil that record. G.

A Pleasant Surprise.

The Cleveland, Ohio, *World*, of January 3, contained the following that will be found of especial interest by the readers of this department: "A very pleasant surprise was tendered Mrs. C. P. Hodges, past president of Bethlehem Division, No. 1, Ladies' Auxiliary to the Order of Railway Conductors, on Saturday afternoon of last week, by a goodly number of the members calling in a body at her house, at 5 Fairfield street, and presenting her with a set of elegant solid silver spoons. All enjoyed the complete surprise, and by invitation of the hostess many remained to partake of a lunch which was hurriedly set forth. The delightful gift, together with the assurance of the kind feeling existing, is much appreciated."

Home at Night.

When chirping crickets fainter cry
And pale stars blossom in the sky,
And twilight's gloom has dimmed the bloom
And blurred the butterfly;

When locust blossoms fleck the walk,
And up to the tiger lily stalk,
The glow worm crawls and clings and falls
And glimmers down the garden walls;

When buzzing things and double wings
Of crisp and raspy flutterings,
Go whizzing by so very nigh
One thinks of fangs and stings;

O, then, within, is stilled the din,
Of crib she rocks the baby in,
And heart and gate and latch's weight
Are lifted, and the lips of Kate.

—James Whitcomb Riley.



*Mutual Insurance—Action on Life Certificate—
Railway Employees Association—Evidence—
By-Laws.*

In an action in chancery wherein complainant obtained a decree, defendant appealing, *held*.

1. In such action against a mutual benefit society to recover for death loss, an unsworn certificate of the doctor who attended the decedent in his last illness, to the effect that the decedent contracted the disease of which he died before he joined the society is inadmissible as evidence of that fact, even though the certificate was enclosed with or attached to the proofs of death served on the society.

2. Where the constitution of a mutual benefit society provided that mortuary assessments should be made only by authority of the board of directors, and the by-laws made it the duty of the secretary, in case of a member's death, to submit the proofs of death to the board, and declared that with their indorsement and the approval of the president, an assessment should be made; *Held*, that these provisions did not leave the making of an assessment, in case proper proofs of death were presented, to the mere discretion of the board.

3. That the fact that a membership certificate of such society contains no promise to pay mortuary benefits does not relieve the society from the duty of paying the same, where provisions to that effect are found in the constitution and by-laws, since they are considered as part of the membership certificate.

4. Where the first paragraph of a certain article of the constitution of such society provided that all claims against the society should be referred to the board of directors, and be paid by the secretary upon approval of a majority of the board, while the second paragraph declared that it should be the board's duty to examine all books and accounts of the society, know that its business is properly conducted, and "decide all points of dispute and questions of doubt that may arise; and their decision shall be final;" *Held*, that the questions on which the directors' decision was to

be final were those that might arise from examination of its accounts and management of its business, and did not include the right to decide finally claims against the association for mortuary benefits.

5. That such suits in equity must be commenced in the county wherein the complainant resides, notwithstanding Chap. 73, Rev. Stat. 1891, declares that such companies are not subject to the laws of the state relating to fire and life insurance, but shall comply with all the requirements of the act, the intent of which is to exempt such associations from complying with the requirements of the general insurance law.

Railway Passenger and Freight Conductors' Mut. Aid Ass'n v. Robinson, Ills. S. C., Oct. 27, 1893. (Rehearing denied Dec. 21, 1893.)

*Waiver of Forfeiture—Authority of Officers—
Estoppel—Reinstatement—Concealment of
Fact—Application—Family.*

1. The certificate sued on provided that a waiver of any forfeiture must be in writing, signed by the secretary and one other officer, previously authorized, but no form of waiver was prescribed, nor was the authority required to be in writing. *Held*, that where the insured incurred a forfeiture by non-payment of assessments, and afterwards paid the company's assistant cashier, taking therefor receipts purporting to have been signed by the secretary and cashier, it will be presumed that the officers signing and issuing the receipts were duly authorized.

2. When a mutual life association receives payment of defaulted premiums or assessments on a certificate of membership, and recognizes the insured as a member, it is afterward precluded from claiming a forfeiture as for non-payment of such assessments.

3. Where insured was reinstated to membership of defendant association on the payment of defaulted assessments while he was suffering from the disease which eventuated in his death, without any inquiry by the defendant association as to his condition of health; *Held*, that insured's failure to voluntarily disclose his condi-

tion was not such a concealment as to avoid his membership.

4. Where he was asked in application for membership, "What amounts are now insured on your life, and in what companies?" and in answer failed to mention his membership of two associations which entitled the beneficiary to mortuary benefits on his death; *Held*, that, as benevolent associations are not always regarded as insurance companies, nor mortuary benefits as life insurance, failure to mention them was a concealment of material facts and a question for the jury.

5. Where insured was asked the number of his brothers and in his answer failed to mention three half-brothers; *Held*, that the term "brother" does not always include half-brothers; such failure to mention was also a question for the jury. Judgment of dismissal reversed and new trial ordered.

Spitz v. Mut. Ben. Life Ass'n. N. Y. C. P. C., Nov. 2, 1893.

Accident Insurance—Provision as to Notice.

1. Where an accident insurance certificate provided that notice of an accident for which a claim is to be made must be given in writing within ten days from its occurrence, with full particulars, etc., and failure to give such notice would invalidate the claim. The insured was missing, but his death was not known nor his body recovered until after the time, but within ten days after discovery. *Held*, a sufficient compliance with the condition; that the reasonable intent was that notice should be given when and after the manner of death became known to the party required to act, hence such time began to run from the date of the finding of the body.

2. When such notice was retained by defendant without objection for forty days and furnished proof blanks,

Held, that conceding the notice was not served in time, the condition was waived.

Tiffe, admrx. v. Provident Fund Society, N. Y. S. C., Nov. 28, 1893.

Accident Insurance—The Certificate—Immediate Disability.

Under an accident certificate insuring one against loss of time resulting from bodily injuries effected through violent, external and accidental means, which shall independently of all other causes, immediately, wholly and continuously disable "the insured from transacting any and every kind of business pertaining to his occupation," such association is not liable to the member for loss of time resulting from a physical injury,

where it affirmatively appears that 30 days elapsed from the time the injury was received before the insured member was disabled so he could not attend to his business; that he superintended his business and did not abandon such superintendence until the end of 30 days. The word "immediately" being preceded by the words "independently of all other causes," is a word of time, and not of cause and effect, and the time which it indicates is not the same as that which would be indicated by the phrase, "reasonable time."

Williams v. Preferred Mut. Acc. Co., Ga. S. C.,—1893.

Train Service—Ejection of Passenger—Fragment of Coupon Ticket—Refusal by Conductor—Damages.

Where a ticket for a continuous ride over the whole length of a railway and a connecting line was of peculiar color and print, and was composed of two coupons, the upper of which was for use on the connecting line, and gave the names of its termini below, and the names of both lines above;

Held, that the conductor of the connecting line was bound to accept for passage an upper fragment of the upper coupon, which gave the names of the lines, on the assumption that the conductor of the other line carelessly tore off the part giving the termini, in taking the lower coupon. That his refusal to accept the mutilated ticket and compelling complainant to leave the train, though he had money to pay his fare if he had been disposed to do so, rendered the company liable.

Rouser v. North P., etc., Ry. Co., Mich. S. C., Nov. 24, 1893.

Carriers of Passengers—Duties of Conductor to Passenger.

Action to recover damages for injuries to plaintiff, charged against the negligence of the conductor in charge of the car in which she was being carried.

Held, on appeal, that when a train stops for passengers to alight, if there is a rush of passengers to get off, crowding and jostling each other, it may be the duty of the conductor to use reasonable effort to check it, to the end that passengers may not be injured or unnecessarily interfered with in their getting off, but it is not his duty to assist specially any one of the well, able-bodied passengers, unless he sees that one to be in special danger, or in some measure unable to take care of himself.

Jarmy v. Duluth, etc. Ry. Co., Minn. S. C., Nov. 14, 1893.

Railway Service—Liability for Robbery—Conductors' Care for Passengers.

In an action to recover the value of money stolen from plaintiff while a passenger upon defendant's trains, as well as a large sum in damages for fright and shock sustained by his wife by reason of the train robbery, the court

Held, through instructions to the jury, that the defendant company was not liable for the loss of more money than was necessary for traveling expenses, or more than a prudent man would carry with him, when he had other means of safely bestowing it.

Held, also, that while the company through its conductor and train men must care for the safety of passengers, it cannot be called on to insure them against loss by robbery nor to man their trains with force sufficient to repel robbers. Judgment for the defendant.

Guymars v. Northern Pac. Ry. Co., U. S. C., Wash., Dec. 27, 1893.

Suit on Judgment—Mutual Benefit Insurance.

Where the by-laws of a mutual benefit insurance company provided that losses should be paid by bi-monthly assessments, that each loss should be payable *pro rata* out of the next assessment after proof of death, or if the claim were contested and judgment rendered against the association thereon, the judgment should be *pro rata* out of the assessment next after rendition. A claim having been contested and reduced to judgment in another state, suit was brought on the judgment.

Held, That the facts that the *pro rata* share of the assessment next after the judgment would amount to less than the judgment, and that the company had disputed the claim, believing it to be unjust, constituted no reason for not paying the judgment in full, since the extent of company's liability was determined by the judgment.

People's Mutual Benefit Society vs. Werner, Ind. S. C., May 10, 1893.

Accident Insurance—Notice of Injury or Death—Impossible to Comply—Liability.

The membership certificate sued on contained the following provisions: "Notice of any accidental injury, for which claim is to be made under this certificate, shall be given in writing, addressed to the president at New York city, stating the full name, occupation and address of the injured member, with full particulars of the accident and injury, and failure to give such written notice within ten days from the date of either injury or death, shall invalidate any and all claims under this certificate." The evidence showed that

the insured did business on "P" street and was killed August 22, 1891, in a collapsed building, but his body was not taken from the ruins until five days after, and notice of death in the form required by the above condition was not served until September 2, 1891.

Held, That as service of the notice on August 22, was an impossible thing in the circumstances, the legal effect of the condition was, that notice served within ten days after August 25, 1891, was within the time required, and the service on September 2, 1891, entitled plaintiff to recover.

Trippe vs. Provident Fund Society, N. Y. S. C., May, 1893.

Expenses—Liability of Members.

Held, that the members of a mutual aid association, with a fluctuating membership, the officers of which are not authorized to pledge the individual credit of the members, and the expenses of which are, under the by-laws, to be paid out of a particular fund, raised by setting apart a certain percentage of the monthly dues, are not liable for the salary of the manager, so as to authorize him to bring an action against the treasurer therefor under section 1919 of the code, civil practice.

Georgeson v. Caffrey, Treas. Empire Mut. Union, N. Y. S. C., Sept., 1893.

Change of Beneficiary—Vested Right.

Where a person became a member of a Mutual Benefit Association, under an agreement with the person named and designated in the certificate as beneficiary that the one so named should pay all the assessments, and that they were so paid by such person.

Held, That the beneficiary acquired a vested interest in the certificate, and the member could not afterwards make another designation.

Manard v. Vanderwerker, N. Y. S. C., Oct. 12, 1893.

The Michigan Central now hauls on its night express trains an arsenal car, well fortified for protection of the train. The cars made their first trip on Monday night. The train on which this arsenal car is hauled is made up of mail and express cars only, there being eight or ten on the train in each direction. The arsenal car, as it has been christened, is hauled on the rear of the train, adjoining the express car in which the valuables are carried. Other cars of the same type are to be constructed. Four cars will be required to protect these trains in both directions.—*Pittsburg Post*.



That enterprising paper, *The Chicago Dispatch*, remembered all of its exchanges with tasteful New Year's cards.

The Railway News Reporter celebrated the beginning of its ninth year with a mammoth edition that was highly creditable in every feature.

Locomotive Engineering commences the new year with a number of improvements, chief among which is an artistic cover which adds much to its appearance and will assist greatly in the preservation of the numbers.

The Railroad Telegrapher for January comes to us so completely changed in form and general appearance as to be hardly recognizable. The change is for the better in every particular, and its managers are to be congratulated thereon.

Webster was often, as we have seen, roused to great utterances on the spur of the instant by some immediate provocation, and no one could do grander things without preparation of any sort. He had really no methods or habits of preparation. Sometimes he wrote out before speaking. Sometimes he wrote out elaborately after speaking. Sometimes he had a long time for preparation; sometimes, as in the Hayne case, a very short time. One of his grandest orations—perhaps the grandest of all—was the eulogy on Adams and Jefferson. They died in 1826, on the Fourth of July. A week elapsed before he accepted the appointment to deliver the eulogy. It was delivered on the 2d of August. Three weeks of midsummer heat was all he had for that magnificent discourse. But I have reason to believe that his habit was always to make preparation for his efforts when there was opportunity for doing so.—*From Webster's Reply to Hayne, in Scribner's Magazine for January.*

The most timely article in the January number of the *Review of Reviews* is upon relief for the unemployed in American cities. It is from the pen of the editor, Dr. Albert Shaw, and presents from data furnished for the most part later than the

middle of December the steps which have been taken in a number of American cities for the special relief of the unemployed in the present winter. The article is divided in the following brief chapters: I, Baltimore's Relief Organization; II, How Boston Approaches the Problem; III, Cincinnati's Admirable Arrangements; IV, The Situation in Chicago; V, Efficient Measures at Denver; VI, The Plan in Vogue at Lynn; VII, Philadelphia's Provision for the Unemployed; VIII, Relief Work in St. Louis; IX, Private and Public Co-operation in St. Paul; X, Reports from Minneapolis, Milwaukee and Cleveland; XI, Pittsburgh Organized and at Work; XII, the Situation in New York. This article will be of the utmost value in all parts of the country for the practical information it compiles.

There has been contributed to literature recently, by an American woman, a drama which gives a novel idea of hell. It represents a man in a dream talking with several of his departed ancestors. One of these told the man that he was in hell, though there was no such place as heaven or hell in the way in which these terms were commonly understood. This man's hell was a condition of feeling in which he had no interest in anything. He felt no enjoyment, no ambition, no pleasure, no passions, no desires. He could go to heaven, he said, if he liked, but he had no desire. He was not interested in anything he might find there or anywhere else. This condition is, to a certain extent, exemplified in club life, in society, and in the general lives of the rich and idle. They have exhausted every source of enjoyment and tapped all fountains of enthusiasm. New schemes have to be constantly provided to stimulate even a little their appetite for pleasure. Hell, according to this writer, is this condition carried to its extremity. It is a condition without hope, feeling, ambition, or desires—one of the most horrible states in which any man or woman could be placed.—*From "Recent Romances on Heaven and Hell," in North American Review for January.*

Stepping ashore with a couple of boatmen, as though he sought a further interview with the sheik, Taba and the men advanced into the crowd. Then, quick as a flash, each seized a small child, dashed back to the rowboat, jumped aboard, and protected by their weapons, pushed off before the startled natives could realize what had been done.

Arabs have wild, fierce love for their children (though the poor little mites seem to us ill-treated and neglected); a love almost such as animals feel for their young. The fathers and mothers of those kidnapped babies swam to the boat, and fiercely or piteously begged for their return. Then all the people of the village ran along the bank, abreast of the boat, screamed, wrung their hands, or, thoroughly cowed, dropped on their knees and prayed for the return of their children. Taba, stern as fate, standing cimeter in hand, ready to repel any effort of the swimmers to board the dahabeeyah, replied that unless every piece of jewelry was at once laid upon the river bank he would take the children to Cairo and sell them as slaves. Cairo—the end of the earth to those ignorant Arabs; slavery—a thing their free, lawless nature abhorred. Hastily men came from the crowd and laid the stolen articles on the sand; even the pious sheik slipped something into the hand of a boy, who, running to the shore, put with the others the last remaining article, a watch. Taba then rowed the children ashore, recovered the jewelry and returned to the dahabeeyah in safety and in glee.—*From "Sketches from the Nile," Outing for January.*

It is really appalling to compare the enormous amount of game on this continent at the beginning of the century with the wretched remnant of to-day. At that time the American buffalo roamed the prairies in countless thousands, and was probably the most numerous large animal in the world, and now—but all Americans know the shameful story of its extermination.

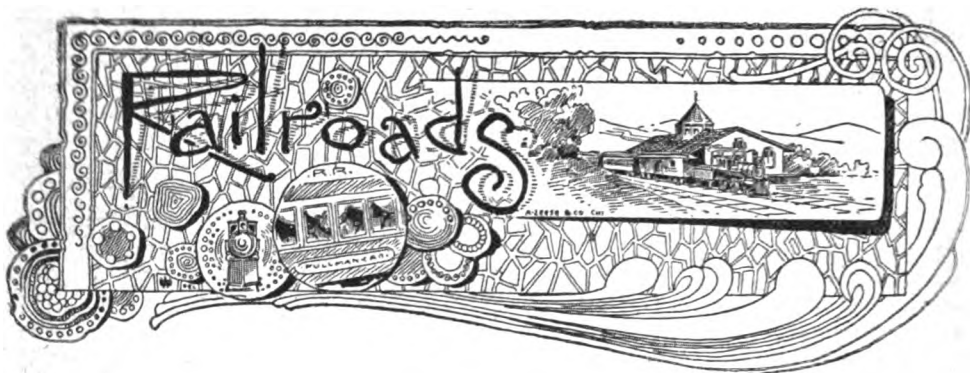
Little more than a hundred years ago great herds of elk swarmed in the Kentucky and Illinois hunting-grounds, and even as late as 1820 a few could be found in the district north of the Ohio river. To-day their fast-diminishing bands are confined to the mountains of the northwest. The same sad story of fast-approaching extinction is true of the other game animals, the antelope, bighorn, mountain goat and the various kinds of deer, in fact, it is true of all our larger mammals. Many persons living to-day will see their final disappearance in a wild state.—*From the "Vanishing Moose," in the January Century.*

Since our last issue the initial number of *The Midland Monthly* has been given to the public. This publication has at least demonstrated one thing and that is, the west is capable of producing a periodical in every way able to stand comparison with those of other sections, hitherto supposed to hold the monopoly of all such talent. Hurried as was the first issue of *The Midland* from the necessities of the case, it was filled to overflowing with excellent reading matter, fully equal in literary excellence to the contents of any of the great periodicals, and most attractively presented. Editor Brigham is to be congratulated upon the success that attended the commencement of his new venture. It was thoroughly won and, if the first may be taken as any criterion, there are many delightful surprises in store for the readers of *The Midland*. All who have an atom of interest in the literary development of the west will be deeply concerned in the success of this undertaking and should make it a point to give that concern the direction of practical aid wherever the opportunity offers.

The second edition of the December *World's Fair Cosmopolitan* brings the total up to the extraordinary figure of 400,000 copies, an unprecedented result in the history of magazines. Four hundred thousand copies—200 tons—ninety-four million pages—enough to fill 200 wagons with 2,000 pounds each—in a single line, in close order, this would be a file of wagons more than a mile and a half long. This means not less than 2,000,000 readers, scattered throughout every town and village in the United States. The course of *The Cosmopolitan* for the past twelve months may be compared to that of a rolling snowball; more subscribers mean more money spent in buying the best articles and best illustrations in the world; better illustrations and better articles mean more subscribers, and so the two things are acting and reacting upon each other until it seems probable that the day is not far distant when the magazine publisher will be able to give so excellent an article that it will claim the attention of every intelligent reader in the country.

The editors of *The Locomotive Firemen's Magazine* are to be congratulated upon the decided improvement made in the appearance of that publication by its new dress and cover.

Vol. 1, No. 1, of *The Railway Times*, a neat semi-monthly publication devoted to the interests of the American Railway Union, has reached our exchange table.



Regular train service on the Ohio Southern between Lima and Springfield was inaugurated December 28th, last.

It is stated that several New York capitalists are soon to join in the construction of a railroad from Salt Lake to Los Angeles.

The first through train on the Spokane & Northern left Spokane for Nelson, B. C., on the morning of December 19, last.

It is reported that the Mexican government has granted concessions and a bonus for the building of a road across Lower California to Yuma.

In spite of the action of the Chicago lines in limiting their divisions on local rates the Iowa Central shows an increase in its net earnings for November of \$25,500.

According to late reports eastern capitalists have decided to build a new road in Oklahoma, running from Guthrie to a junction with the M., K. & T. in the Creek nation.

One of the new Pennsylvania engines recently hauled a train consisting of two baggage cars, two coaches and four Pullmans over the Chicago division at the flying rate of 100 miles in 100 minutes.

Colonel Henry Lee is the author of the motto: "It is but three generations in this country from shirt-sleeves to shirt-sleeves"—the happy coinage of a conversation with Edward Atkinson as they were walking home from church in Brooklyn.—*Boston Transcript*.

On December 24, last, the Illinois Central

broke the New Orleans record by running a special train from that city to Chicago, 915 miles, in twenty-five and a half hours. This was four hours better than the best time ever made by the limited trains.

A Brilliant Intellect.—Teacher—Johnny, in what way did Noah display his wisdom?

Johnny—Went in when it was rainin'.—*Chicago Record*.

Contracts have been let for the building of the Chicago, Union City & Cincinnati road from Huntington to Union City through the oil belt, striking Bluffton, Montpelier and Portland, Ind., and it is to be completed by next August. With its connections this road will make an air line from Chicago to Cincinnati.

A dude while walking along the streets met a little boy, who asked him the time. "Ten minutes to 9," says the dude. "Well," says the boy, "at 9 o'clock get your hair cut," and he took to his heels and ran, the dude after him, when, turning a corner, the dude came in contact with a policeman, nearly knocking him down. "What's up?" said the policeman. The dude, very much out of breath, said: "You see that young urchin running along there? He asked me the time, I told him ten minutes to 9, and he said 'At 9 o'clock get your hair cut'" "Well," says the policeman, "what are you running for? You've eight minutes more yet."—*Good News*.

The Bellefontaine bridge across the Missouri river was given an official test on December 27, last. This and the bridge across the Mississippi at Alton, both built by the Burlington, will furnish a new link in transcontinental traffic and furnish a northern outlet for St. Louis. It

is thought both of them will be ready for business by the middle of February.

Suit has been brought in the common pleas court at Cincinnati to have annulled the lease of the Cincinnati, Hamilton & Indianapolis, now held by the Cincinnati, Hamilton & Dayton, and to set aside the lease of the Indianapolis, Springfield & Decatur road, recently acquired by the Cincinnati, Hamilton & Dayton system. The suit is based upon an alleged default of interest on the preferred stock of the first of the leased roads, and other manipulations tending to burden these stockholders without return.

A Jacksonville, Fla., special, under date of December 21, says: "It took just one spike today to make the Florida Central and Peninsular a great railroad system. That spike was driven shortly before noon on this side of the Altamaha river. It fixed the rail that connected Columbia, S. C., and Jacksonville with a ribbon of steel. In fact it connects New York and Tampa and gives to Florida another through system. The Florida Central and Peninsular system now includes a line from Columbia, S. C., to Jacksonville, a line from Jacksonville to Pensacola, and another from Jacksonville to Tampa, altogether in the neighborhood of 1,000 miles of road, with many branches in this state. The Richmond & Danville has been selected by the government as the route for the "Great Southern Fast Mail," and by this new combination with the Florida Central and Peninsular system the newspaper and letter mail of the great eastern cities will leave Washington at 11 o'clock every morning, and be in Jacksonville the next morning at 9 o'clock, and all over the state of Florida many hours in advance of any other schedule now in effect.

Mrs. Tawker—I was at the theatre last evening. It was an awfully sad play about a man being thrown out of work and his family dying from starvation. I couldn't keep from crying to save my life. I don't know when I have been so affected.

Enter Servant—Mum, there's a woman at the door as wants some cold victuals. She do say her children haven't had bit nor sup for two days.

Mrs. Tawker—Tell her to go away; that we don't give anything to b ggars. As I was saying, Mrs. Brown, it was a very sad play. Mr. Tawker says I ought not to witness such performances, they take hold of me so. He says that I am all heart —*Boston Transcript*.

Construction for '94.

The year now closing having been memorable as a year of financial calamity, has naturally also been a period of comparatively small railway building. The country is not by any means yet supplied with all needed railways. Many hundreds of practical lines have been projected and will eventually be built, but capital has learned that railway investments are beset with many dangers and uncertainties, and so when hard times come new enterprises of this kind are among the first to suffer from inability to raise money. Our records show that the new main track laid in the United States in 1893 aggregates 2,630 miles on 222 lines in forty-three of the states and territories; also that in Canada 461 miles have been built on 16 lines, and in Mexico 99 miles on 5 lines. The summary for the different states is as follows;

Lines. Miles.		Lines. Miles.	
Alabama.....	5 46.	Nebraska.....	2 32.70
Arizona.....	1 42.00	N. Hampshire.....	1 1.00
Arkansas.....	6 36.51	New Jersey.....	1 1.12
California.....	9 64.57	New Mexico.....	1 2.53
Colorado.....	4 26.65	New York.....	8 36.14
Florida.....	9 211.70	North Carolina.....	9 78.55
Georgia.....	7 173.00	North Dakota.....	2 194.61
Idaho.....	1 5.56	Ohio.....	7 146.00
Illinois.....	7 78.59	Oregon.....	1 10.00
Indiana.....	5 22.60	Pennsylvania.....	45 398.84
Iowa.....	1 4.00	Rhode Island.....	1 5.21
Kansas.....	1 18.39	South Carolina.....	1 14.00
Kentucky.....	5 26.15	South Dakota.....	4 92.46
Louisiana.....	5 29.35	Tennessee.....	5 18.66
Maine.....	4 115.40	Texas.....	10 166.47
Maryland.....	1 2.00	Utah.....	3 19.57
Massachusetts.....	1 1.63	Virginia.....	5 16.64
Michigan.....	4 61.83	Washington.....	2 41.90
Minnesota.....	8 86.46	West Virginia.....	15 93.81
Mississippi.....	2 9.50	Wisconsin.....	4 26.50
Missouri.....	7 139.99	Wyoming.....	1 3.90
Montana.....	1 27.50		

Total in 43 states and territories, 222 lines, 2,629.99.

	Lines.	Miles.
Canada.....	16	461.17
Mexico.....	5	99.45

The present railway mileage of the United States, according to our record, is 177,853 miles. It will require only an average increase of 3,164 miles for the next seven years to bring the total at the beginning of the year 1900 to 200,000 miles, while if the rate of the last twenty years is averaged the total will then be over 215,000 miles.—*Railway Age*.

Lost, about thirty ex-engineers and firemen, formerly from the Chicago, Burlington & Quincy, but discharged from there because of drunkenness and debt, who were last seen on their way to the scene of the Lehigh Valley strike, where they proposed to become scabs for the "manyleth" time. If found please forward to the devil, as they are of no use to anyone on earth, and oblige, *The Journal*.—*Trainmen's Journal*.

MENTIONS

The Secretary of Division No. 217 would like to learn the addresses of Brothers J. C. Barr, S. B. Claney and J. F. Swarm.

Brother J. E. Cunningham has retired from railroading and gone into business at 125 St. Antoine street, Windsor, Ont.

The net earnings of the C., B. & Q. road during the month ending Nov. 30, were \$585,645, an increase of \$29,400 over the corresponding month for '92.

Conductor Scott, who had charge of one of the trains in the wreck at Grand Rapids, Mich., last summer, has been exonerated by the Coroner's jury engaged upon an investigation of the case.

At a recent meeting of Britton Division No 138, resolutions were adopted expressing the sorrow of the members at the death of Master Mechanic George R. Ott, and their sympathy with the grief stricken family.

The Indianapolis *News* has been able to win prosperity despite the financial disturbances of the past year. Its annual circulation statement shows a gain of 5,000 in the daily average of 1893 over 1892, a showing of which any similar publication might well be proud.

Brother W. J. Vanderpool, of Lowell, Wash., had the misfortune recently to lose two fingers from his right hand. His many friends will join in wishing for him a speedy recovery and return to those duties in the performance of which he is so thoroughly proven.

At their meeting on Christmas Eve the members of Obar Division No. 287 elected Brother L. W. Roberts to his tenth term as their Secretary and Treasurer, and further celebrated the occasion

presenting him with a case of elegant silverware as a token of their appreciation of his services.

Henry Geitze, one of the robbers taken in an attempt to rob a train near St. Joseph last September, has been sentenced to serve two years in the state penitentiary for his crime. His light sentence was due to a flaw in the original indictment, which was compromised by a plea of guilty to common robbery.

The great Manchester ship canal, construction on which was commenced six years ago, was formally opened for traffic Dec. 7, last. It is 35½ miles in length, and cost \$75,000,000, or about \$2,100,000 per mile. In the magnitude of the work and the difficulties overcome it must stand among the first of the engineering triumphs of the age.

The annual report made by Brother E. J. Woolheater, secretary and treasurer of Division No. 244, is a model in every way, and he deserves great credit for the care taken in making it. It not only shows every item of receipt and expenditure for the year, but gives a careful review of the work done, together with something of an outline of what may be expected during the year to come. Division No. 244 is to be congratulated upon being so well served.

Brother O. D. Conklin, of Division No. 314 who was so unfortunate as to have a wreck at Shreve, Ohio, last fall in which several lives were lost, has since been cleared of all responsibility by the courts. He wishes to return his heartfelt thanks to the brothers and to the members of the Ladies' Auxiliary who so generously supported him with their sympathy and material aid throughout his time of trial.

The *News Dealer* commends Superintendent Esser and other Lehigh Valley officials for securing a withdrawal of the age limit order in the

cases of Engineers Kelly, Hassel and Westley. All three are able and thoroughly experienced men who have served the company faithfully for years past, and they ought to be good for twenty years faithful service in the future. We are pleased that they are restored to duty.

On the Central they play euchre,
On the Eastern roads 'tis whist,
On the Western old Dom Pedro
Is the first upon the list;
In the South they play casino,
And with the joker sweat and strive,
But on the Lehigh Valley
The game is forty-five.

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One of the Pittston papers contributes the following regarding some of the practical workings of the "scab" system in that community: "Two scabs from off the dilapidated Lehigh Valley railroad were paid yesterday and came down from Coxton to do up the town. They tried to have their checks cashed, but did not succeed until after numerous scraps were indulged in. They proceeded to the St. James hotel, when, owing to their intoxicated condition, they were refused drinks. To get square they tipped the store over in Mr. Connell's office and came very nearly causing a conflagration. Mr. Connell called in officers and the men were arrested and placed in the borough lock up, a place suitable for scabs or hogs. Two others escaped after starting a fight on North Main street, and as they left town we have something to be thankful for."

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Under the new regulations THE CONDUCTOR will be sent free to every member of the Order in good standing, commencing with the present number. By this change the support heretofore given by our subscribing members is taken away, but that should be made the means of increasing rather than lowering its revenues. This can be done if each member will only make it a point to secure at least one paying subscriber, and that can easily be done. In this way a fund will be placed at the disposition of the management which can be used for making the magazine as good as the best and thus at no expense to the Order. Every conductor should have a personal interest in having his magazine fully equal to the best of its class published, and all must remember that this cannot be done without united effort. Let each member determine to commence the new year by securing at least one paying subscriber, and rest assured this determination well carried out will result in placing THE CONDUCTOR

at the very head of all published labor advocates.

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The American Co-operative Library, recently organized in New York, undertakes to give to book readers, anywhere in the United States, better facilities than heretofore given them by the largest libraries in the leading cities, and at almost trifling cost. You order *any book* you want, suitable for general circulation, and it is supplied *immediately*; you can order either direct, or through your local bookseller, country postmasters or others acting as local agents. *One cent a day* for a dollar book, proportionately for other values, is the general basis of loans, three cents being the least charge made. Thus "Ben Hur" costs four cents for three days, "The Prince of India," five cents for four days for each volume. "Lorna Doone," three cents for six days, "Uncle Tom's Cabin," three cents for eight days, and so on. You deposit the price of the book when you order it, keep it as long as you please, and on its return get any other book you want to borrow or want to buy. There are some special advantages to book clubs. Thus at a cost of from \$2.00 to \$5.00 a year one can have access to the whole world of current and standard literature. Does not this bring the "Literary Millennium" pretty near every home? Circulars are sent free on request, or a 160-page catalogue for 2 cents. Address John B. Alden, Manager, 57 Rose street, New York.

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Dr. James R. Cocke pursues a little travelled highway in his interesting and suggestive paper on "The Voice as an Index to the Soul." As he states in the opening paragraph, owing to loss of sight when he was less than a year old, he has had an advantage in the way of studying the voice which few have enjoyed. Dr. Cocke is, I believe, the only person who, being entirely bereft of sight, has passed successfully through the same rigid schooling which those who see are compelled to pass in our leading medical institutions. He graduated with a remarkably high percentage from the Boston University School of medicine (homoeopathic), after which he took a post graduate course in Harvard Medical School (allopathic). Few men have had a finer medical education than this brilliant young man, and, though deprived of sight, he has a wonderful touch, so sensitive as to enable him to diagnose disease with remarkable accuracy. A third paper by Dr. Cocke, entitled "Mind in Ancient and Modern Medicine," will appear at an early date.—*Notes in January Arena.*

The following letter, signed by James Shannon, C. C., and T. J. McCarthy, S. & T., of Division No. 32, under date of Jan. 2, is self-explanatory: "On the morning of December 25th, *The Tacoma Morning Union*, *The Post-Intelligencer*, and *The San Francisco Examiner*, printed a special sent out presumably by their correspondents, but undoubtedly instigated by some jealous and evil minded persons who had a grudge against our Brother J. L. DeForce, saying that he had been sent to St. Paul as a representative of the Order of Railway Telegraphers of the Northern Pacific Railroad, with instructions to federate with the other organizations, who were assembled there waiting on the management of the Northern Pacific Railroad, in regard to the abrogating of their schedules and proposed reduction in salaries; and that he had returned from St. Paul refusing to federate as directed, thereby betraying his constituents, and disrupting the plans of the other organizations. As a matter of fact, Brother DeForce does not, nor ever did belong to the Order of Railway Telegraphers, and was not sent to St. Paul by that order, nor did he have anything to do with them whatsoever, but was sent to St. Paul with a committee of train dispatchers of the Northern Pacific Railroad, as their Chairman, to wait on the General Manager in regard to the perpetuating of their schedule, and in regard to the ten per cent. cut that had been ordered against the dispatchers to take effect January 1st, '94. Whatever the result of that conference, that committee was instructed not to federate with any organization. This Division, No. 323, O. R. C., of which Brother J. L. DeForce is a member, has taken the trouble to investigate these newspaper reports, and finds the facts as stated above. At a regular meeting of Division No. 323, O. R. C., January 2nd, the Secretary of this Division was instructed to write to the editor of our Journal, requesting him to print the facts in the case in our official paper, in vindication of our worthy brother. We trust you will attend to this matter at once, as Brother DeForce feels keenly the odium cast upon him.

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Mr. W. H. Smith, secretary of the Toledo, St. Louis & Kansas City employes' committee, engaged in an effort to prevent a reduction of the wages of trainmen and operators in the service of that road, in a recently published interview gave the following succinct account of their action and the reasons backing it "Yes, it is true that we have appealed to the courts, and we have no fear of the result, as we have a just cause and are prepared to present evidence showing that the

proposed reduction is needless. At the time the road went into the hands of a receiver our former agreements were annulled, and we made new ones on June 23 last, in which we agreed to an annual reduction of some \$23,000, this affecting engineers, firemen, trainmen and telegraphers. At the same time we were well aware of the fact that the official force has been augmented, but, wishing to bear our proportion of the road's trouble we cheerfully consented to the above reduction. This agreement was violated in many of its provisions upon the part of the company, and such further reductions made as resulted in some of the oldest men in the telegraph service receiving less than half of their former pay. Under this agreement enginemen and trainmen have averaged \$39, \$41, \$59 and \$66 monthly for a period of over four months. Our evidence shows that while the reduction amounts to but \$21,000 per annum, there has been an increase over the old official force to the extent of \$31,268 per annum, and this with a smaller volume of business than formerly. We do not think it just that we stand a second reduction within four months for the purpose of retaining an unnecessary official force." This case has been in the hands of Judge J. C. Suit as the representative of the employes, all the papers to a very recent date having been filed by him. A more exhaustive resume of the case will be given in the February CONDUCTOR.

Le Roi est Mort.

Behold a dying king! the hoary year—

His garnered days are gathered in the sheaf—

The glory, and the grandeur, and the grief

Are ended now, and only death is here.

Tread lightly and let fall, perchance, a tear

For this poor King whose reign was all too brief,

Whose splendor has become a withered leaf,

A flickering candle, and a waiting bier.

But hark, the stroke is on the midnight hour.

See! he is clutching, gasping, he is gone!

This infant at the door! what doth he bring?

Ring out, ring out from every town and tower!

Ring out the bells until the break of dawn,

And shout, "*The King is dead! Long live the King!*"

—Outing for January, 1894.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, January 1; Expires February 28, 1894.

Assessment No. 275 is for death of W. Converse, Nov. 22.

BENEFITS PAID DURING DECEMBER.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
611	272	\$3,000	Death	R. W. Turney	Tumor	C2835	144
612	272	3,000	Death	M. Ryan	Heart disease	C2497	54
613	271	3,000	Death	Ed Maroney	Accident	C2408	48
614	271	3,000	Death	W. S. McWilliams	Paralysis	C1702	165
615	271	1,000	Death	J. C. TenEyck	Endocarditis	A1713	307
616	271	1,000	Death	T. W. Watts	Accident	A3122	7
617	271	1,000	Death	Jacob Madison	Diabetes	A2430	192
618	271	2,000	Death	G. W. McElroy	Accident	B1000	285
619	271	3,000	Dis.	John Fraser	Loss of hand	C3441	104
620	272	4,000	Death	W. S. Space	Congestion	D238	76
621	272	1,000	Death	T. H. McIntosh	Accident	A3120	285

NUMBER OF MEMBERS ASSESSED.

Series A, 4,334; Series B, 2,501; Series C, 4,949; Series D, 374; Series E, 100. Amount of assessment No. 275, \$26,179. Total number of members 12,424.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to November 30, 1893.....	\$1,402,174.50
Received on Expense Assessments to November 30, 1893.....	25,995.00
Received on Applications, etc., to November 30, 1893.....	24,788.00
	\$1,452,957.50
Total amount of benefits paid to November 30, 1893.....	\$1,395,376.00
Total amount of expenses paid to November 30, 1893.....	55,763.38
Insurance cash on hand November 30, 1893.....	1,813.12
	\$1,452,957.50

EXPENSES PAID DURING NOVEMBER.

Postage, \$119; Incidental, \$107.20; Salaries, \$481.67; Fees returned, \$14; Stationery and Printing, \$55. Total, \$772.87.

The above amounts were paid out during the month but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months. Salaries includes salary of \$100 for one member of committee.

Received on Assessment No. 271 to December 20.....	\$23,550.00
Received on Assessment No. 272 to December 20.....	11,177.00
Received on Assessment No. 273 to December 20.....	3,896.00
Received on Assessment No. 274 to December 20.....	3,749.00

WM. P. DANIELS, Secretary.



Naylor.

Brother D. N. Naylor, of Division No. 149, met with death while in the performance of his duty at Water Valley, Miss., Dec. 21 last. He was standing on the rear end of his train when a sudden jerk, for which he was unprepared, threw him upon the track in front of an approaching switch engine. Before a motion could be made to effect a rescue the engine was upon him, inflicting mortal injuries. Brother Naylor was among the best known and popular members of Division 149. His untimely death will bring sorrow not only to those who were endeared to him by fraternal ties, but to many outside the Order who had known his manly qualities.

Collins.

At Hornellsville, N. Y., on December 10 last occurred the death of Mrs. Rhoda C., wife of Brother W. D. Collins, Past Grand Chief Conductor, in the 67th year of her age. Mrs. Collins had been ill for more than two years, but bore the attendant suffering with that christian patience and resignation which formed so marked a feature of her character. Through the prominence of her husband in the councils of the Order, and her own warm interest in it, Mrs. Collins grew to have a wide acquaintance among the members, every one of whom will mourn her loss as that of a near and valued friend. To the bereaved husband will be extended the sincere sympathy of the entire Order in his hour of supreme sorrow. Fitting resolutions were passed by Steuben Division No. 225, at a recent meeting.

Barger.

Brother George V. Barger, of Division No. 19, died November 17th, at his residence, in Chicago, Ill., from injuries received Nov. 7th, at Whiting, Indiana, while in the discharge of his duties as conductor of a suburban train running between Chicago and Whiting. Brother Barger was one of the many old employees on the Western Division of the L. S. & M. S. R'y, having been in their service for the past twenty years, and was forty-three years of age at the time of his death. It is but a just tribute to the memory of the departed to say that his removal took from his brethren a friend and companion who was dear to all, a citizen whose upright and noble life was a standard of emulation to his fellows, a devoted, loving and tender husband and father.

Chenoweth.

Brother Russell Chenoweth, of Division No. 58, died at Hot Springs, Ark., Sunday morning, January 7. He had been in failing health for some months, and December 9 last, was given leave of absence to recuperate. Accompanied by his family he at once left for the health resort mentioned, and his home friends were soon gladdened by news of decided improvement. This proved to be a delusive change, however, as the disease had become too firmly fixed in his system to be eradicated, and, being unable to bear up against a reaction, death soon followed. To but few men in this life is it given to win more true and lasting friends, than did Brother Chenoweth, and his death brought a personal sorrow wherever he was known. An upright, honorable citizen, an able and zealous member of the Order, a thoroughly competent and trust-worthy railroad man, and a kind and loving husband and father, his death has left a vacuum that may not be filled. To the grief burdened wife and family will be extended the sympathy of the entire community. The remains were brought to this city attended by Grand Secretary and Treasurer Daniels, Chief Conductor Francis and Conductor McConahay, and the funeral was held from the U. B. Church at 2:30 p. m. of the 11th inst., under the auspices of Division No. 58 O. R. C.

Stanton.

Died at Cincinnati, O., Oct. 28, 1893, of stomach trouble, James R. Stanton, in the 43rd year of his life. James Stanton was born at Schuylkillhaven, Pa., Dec. 19, 1849, and began his railroad life as a brakeman in the year 1865, entering the service of the Philadelphia & Reading Railway. On the following February he was promoted to a conductor, upon the opening of the Centennial Exposition at Philadelphia, when he was made joint train master of the Central and Bound Brook Railway. After serving in that capacity for a number of years, he came West, and took service with the L. N. A. & C. road as a conductor. In the year 1877 he took charge of a passenger run on the Ohio and Mississippi Railway, running between Cincinnati and St. Louis. He leaves a wife and little daughter, and an innumerable host of warm friends to mourn his death.

Clark.

Brother S. H. Clark, of West Farnham Division No. 80, while walking in the yards at Nashua, N. H., Dec. 12, was struck by a passenger train and instantly killed. Deceased was twenty-two years of age, and was regarded as one of the most promising young railroad men in the employ of his road. The remains were taken to West Farnham, Pa., for burial, a large number of the Brothers and friends outside the Order attending. Worcester Division No. 237 was also well represented and the courtesies extended by its members will long be held in grateful memory by Division 80.

THE RAILWAY CONDUCTOR.

VOL. XI.

CEDAR RAPIDS, IOWA, FEB., 1894.

NO. 2.



CONTRIBUTED.

BREAD'S BONDS.

BY FRANK A. MYERS.

CHAPTER III—A TRAITOR.

The next morning Sam Carey did what was not exactly approved of by his better sense, and yet what he felt driven to do by Wilmer. There was a grinding feeling deep down in his heart, and he wanted to make somebody smart and suffer for it. The best way he knew how to gain a quiet revenge was to inform the railroad company of this secret meeting against its best interests and general welfare by men who, Sam averred, made their duties a matter of mechanism, devoid of sympathetic attention. So, inspired by this unholy, unmanly feeling, he wrote out his indictment against the men and sent it to the company—to Paul T. Manager, president of the railroad company at Indianapolis.

His disgraceful letter created a little sensation in that railroad circle of officials, for Robinson and Wilmer were considered the most faithful men in their service, and they were loth to believe the report.

"I don't believe this fellow's story," said John M. Julius, the passenger agent, as he tossed the letter carelessly upon the flat desk and walked to a window. "There's something back of this, and it strikes me that this Carey wants to get even with somebody."

"Who is Carey?" asked Paul T. Manager, lounging back in his office chair.

"Don't know—some traitor, I guess," said Julius casually.

"We'll send for him and investigate this thing to the bottom. If there's nothing in it, he simply hurts himself; if there is, he deserves commendation for his bit of detective work. The employes are restless, nervous, complaining at this time, and they may have had a meeting of that character." Mr. Manager was in a considerate mood and inclined to act in a reasonable spirit, as it seemed to him. But every act and word of every man has an apologist in himself, and it is human nature to defend oneself against all the world.

A telegram was sent to Carey by Mr. Julius, on request of Mr. Manager, asking him to appear at the general office at once. The telegram was also to be his pass over the road.

On the next day Carey walked deliberately into the general office at Indianapolis. Under the positive, unsympathetic, business-like questioning which Mr. Manager conducted, he was a little nervous, but he told a consistent story, and by his disingenuous manner impressed the officials into a belief of the truth of his statements.

With a touch of humor he described the race that Wilmer led him, and stated how he came to be discovered, as well as how he was terrified and subsequently released on his good behavior.

"I don't know now what'll be done to me, if they discover that I have been true to you and against them," remarked Carey, a little sadly, now that an after sense of justice and discretion had come to him like a delayed cash payment after the assignment has been made and a trustee appointed to cancel the liabilities with the assets of some estate. Carey had memory and opinions very pronounced, but he was a young man of rather feeble understanding, which accounts for the improper course he took in this matter. Carey said what he did, too, to remind them that something was due him for this service, but he did not want them to know that he even thought of such a thing. This young man had the elements in him to be very disingenuous if he so desired; and there would follow no very painful accusations of conscience for such manifestly unfair and trouble-breeding conduct.

"We'll take care of you," assured Mr. Manager.

"Thanks awfully," said Carey, with a wink.

When he walked out of the office and took the train back to Marshal, he wondered what Belle Grayson would think of him now—as a "traitor, of course." This self-reproach stung him. Most men can be touched from the side of love.

CHAPTER IV—FEMALE SECRETS.

That night Sam Carey sought an interview with Belle Grayson, the girl who was dearer to him than all the world besides—than the apple of his eye.

"I love her for her artless truth,
I love her wi' the heart of youth,
When a' the golden dreams o' love
Bring winged angels from above;
A stolen glance from Annie snares
My heart away from all its cares."

This was the song that was always running through his mind like a sweet incense from the sacred altar of love, like a perfume from the world of eternal gladness, like a hope of a deeper splendor and richer dream just ahead.

Belle was at home. She received him very cordially, and was apparently charmingly delighted at his visit. Her very naivete exacted a certain courtly manner from him, and he never could tell why, save that he loved her to distraction, to madness, to unquenchable fury. As he had read once about the hero of one of the old novelists, he was willing to go to the farthest extremities of the earth, brave every danger, and endure any pain for her sake—save absence from her sweet presence.

For her sake he would confide anything to her. She could wind him around her finger like a cot-

ton string, and she knew the power of her feminine charms over him, and she chose to exercise them.

He proudly spoke of his having visited the officials at Indianapolis, and boastfully announced that he anticipated a promotion and perhaps a removal to Indianapolis. He foolishly imagined this would be an inducement to Belle to consider his visits to her in the light that some day she might be Mrs. Carey and the mistress of a happy home in this great flourishing city. And Belle, just nineteen and in the imaginative period of life, hoped such a thing might come to pass.

"What did you go to Indianapolis for?" she inquired earnestly, rocking back and forth in the lamp light a little harder. He could not resist the confidence this invited from him.

"I'll tell you, but not another person on earth," he said. Belle and Tillie Dillingham had been school chums together, were about the same age, and were fast and confidential friends. What one knew the other knew—a sort of Siamese-twin friendship. Friendship is not always discreet. "I wouldn't tell another person on earth but you, Belle. It is a secret as profound as the grave, as deep as the sea—or mud in the spring time."

"Yes," smiling sweetly and persuasively at his abruptness. The way she said "yes" and the lotus-like air in which she reclined in her chair struck a deeper chord in his breast than human words can paint. He was very susceptible to the "sweet and tender influences."

"Well, you see the railroad company don't like for its employes to meet in secret meetings and work themselves up into a spirit of discontent and a fury of opposition. It leads to bad results. I got onto such a meeting here in Marshal the other night, and as a matter of duty and faithfulness to the company that keeps me on its pay-roll I wrote to the chief officers at Indianapolis and explained the whole business. They sent for me to go up there and explain the meeting more fully to them. That's how I came to be at Indianapolis."

Belle looked resolutely at him for a moment. It is not clear what passed in her mind then. A shadow passed over her face, but was gone again in the next tick of the clock. It is inferred that she did not approve of his base falseness to his friends and to honor and right, and that she detested a traitor. But the sun of her cheerful nature shone through the gossamer cloud of impulsive discontent and concealing her chagrin she asked:

"What makes you think you will be promoted?" There was something in this question that made him uneasy. He began to suspect he had played

the brute, in some way not just plain yet. The playful smile vanished from his face like a light gone out, and he stared hardly at her. He sat bolt upright. The Aladdin-like glories of the room all at once took on a very practical appearance.

"Well, you see, they said they'd take care of me for my kindness to them," he replied, most seriously.

"But I don't see."

"Well, they will; you'll see."

"How?"

"By promotion."

"All in your eye," she remarked, cunningly.

"What makes you say so?"

"I'm ashamed of you, Sam Carey," straightening up and speaking pointedly and designedly. Sam was struck as a ball hits the pins in a bowling-alley and knocks them all down at once, and he could not recover.

"M—m—me!" he blundered, dumbfounded. "For—for—for what?" His consciousness was so completely overwhelmed that he knew not what he said. And ever afterward he remembered nothing but his confusion. She saw his mental turbulence, but she was not carried off her feet by her sympathies.

"You have played the spy and traitor both."

"I was true—true to—to the company I worked for," he stammered, meekly.

"But not to the men you worked *with*," emphasizing the word "with." Neither was angry. He felt the justice of her reproof.

"I did it to—to—to save them from trouble in—in the—the future," he said, irresolutely and without confidence in his idea.

"To *make* them trouble," she asserted, bravely.

"Never thought of making them trouble—would not for anything in the world."

"Thoughtless, short-sighted mortal, don't you see that is just what will happen?" Belle spoke with a fiery animation, that had the flash of a meteor in it.

"No, Belle, it won't."

"Don't you Belle me till you purge yourself of this sin—this crime against your brothers. I'm mistaken in you. You are not the young man I took you to be, true and brotherly. I am free to confess, Mr. Carey, I hoped better things of you."

"Don't get angry at me," he pleaded.

"I'm not mad; I'm only sorry. I thought you was a man with a deep and broad and high sense of honor, but here you inform against your brothers. You have said by this you are not one of them, that you will have nothing to do with them, and that you will oppose and destroy them if you can."

"Belle, Belle!"

"That's the soul of your action. I don't like it. I am for the side of toil, of muscle, of sweat, not soulless corporations, not cruel money, not crushing capital."

"You ruin me, Belle."

"Until you change your tactics, I cannot receive you any more as a friend." This was so positive he could not mistake it. The whole difference came on him with the resistless crushing force of an avalanche. He was thunderstruck. He looked blank and frightened. This is what his faithfulness to the company had done for him. His unfaithfulness to his fellows had brought an awful cyclone over his fairy love-world and fairly swept it out of existence. Belle's determined face was apparently as immovable as the stone features of the Sphinx.

"Am I to go?" he sighed, like a milksop.

"Till you can come back as my friend."

"I'm that now."

"Prove it by act."

"How?"

"Confess to the men you have wronged, and join them in their movement."

"That will ruin my chances for promotion."

"On the other hand, it will raise you up a host of the best friends on God's footstool."

"Is that the ultimatum—the price I'm to pay for your love? It's as hard as Shylock's bond."

"Mr. Carey, I must have better report of you, or this is the end. This is my fiat. Don't come again till your name is enrolled with theirs." She was firm as the rock-ribbed hills, as immovable as the buttes of the Rockies. Sam saw it.

"You shall hear better of me," he said, taking up his hat and going out the door.

"I hope so."

"This last hope was like a golden promise. Visions of love danced all around and through it. He went away reflecting.

Belle sat long alone.

The next day she went straight to her one dear trustful friend, Tillie Dillingham, and told her the whole story in all its details, even repeating the conversation word for word and depicting her decisive animation and Sam's crestfallen air—hiding nothing. Tillie heard in astonishment, but without criticism. Her eyes danced in joy at Belle's righteous course, and she showed her approval by word and look and act.

"You did perfectly right," approved Tillie, as she went up to Belle and put her arm around her in a consolatory and assuring manner. The revelation of the plot against Wilmer, to whom she was engaged, alarmed her, and already she began to project schemes in her mind to defeat Carey's

treachery. The earth held no person dearer to her than George P. Wilmer. She was true as steel, and would wade through fire for George. Tillie was a noble, sweet, beautiful girl, and possessed of rare instincts of justice and right.

"I hope so," answered Belle. She had relaxed in her intensity, and tears started to her gray eyes.

"I despise an emissary, Belle, but Carey has the elements in him to redeem himself, I am perfectly sure." This was certainly comforting to Belle, who felt then as if she had driven Sam away from her forever. "He will do as you commanded and come back to you a better young man and a truer lover than ever." Tillie stroked her light hair tenderly and trustfully. Both were in tears.

"I hope so," sobbed Belle, making an effort to control herself.

Then they talked it all over alone, and took counsel what to do in the emergency. Tillie declared her intention to tell George all that Carey had done, and perhaps the brawling trouble could yet be breached over. But she was a child in the ways of ruthless companies that have no sympathy, nor regard for personal feelings.

After this these two brave, firm, true girls were almost always together. Their interests were mutual, and as confidants their love-lives ran together like two streams.

That evening Tillie lingered at the depot watching and waiting for George, looking ever up the line of the two glistening rails, expecting every minute the blow of the whistle of his engine. People passed and repassed, came and went, but she noticed them not. At length in the dusk of the evening, right on time, his engine whistle blew, and her heart leaped in gladness. When he stepped down from his engine, grimy and sooty, he was agreeably surprised to meet her. His fireman ran the engine into its stall, and he walked away with Tillie. Before he did this, however, he removed his greasy, black overalls and cap and left them in the cab. The great matter that weighed so heavily on her mind was immediately broached to him. They walked quietly along the street. Now and then some passer-by turned to look after them out of curiosity.

"I have something to tell you, George," she began, looking up into his expressive face. He gazed into her blue orbs tenderly and assuringly.

"I know it must be important, or you would not have come out to meet me and tell me," was his kindly response. His words and voice always restored her to her proper self and her best feelings.

"It is. Sam Carey has been to Indianapolis to

inform the railroad authorities of your late secret meeting." She did not know whether he would flinch at this news or not.

"That settles it," he returned. She did not know how to interpret this vague remark.

"Settles what?" she inquired, with feminine innocence, never forgetting to keep pace with him as he stepped.

"That Carey is a black-hearted, white-livered traitor. I'll explain." And he told her the story of the race, and the capture, and his release under request that he would not disclose the knowledge he had of the secret meeting. And she told him all that Belle Grayson had related to her about Carey and his dismissal from her presence.

He is a young man of so little fixed purpose—but perhaps Belle can redeem him," said George with a dubious inflection in his tone.

"Belle will make a man of him," observed Tillie, confidently. She recollected Belle's tears. There is a virtue in feminine tears that saves the world.

"We shall see whether he apologizes and offers to join us in our cause," replied George, still disposed to hold a reservation in his mind against the unrepentant offender. He had no faith in the unstable fellow. As George viewed him there was no bow of promise in his nature.

"If he does that, he is all right," suggested Belle, who could see nothing but the hopeful side. Her hand was resting on George's arm.

"That will save him to us, but the company will not trust him any more. It puts him in a fix. But he has put the fat in the fire, and now we will have to pay the piper. I mean, the company knows the secret now, and some of us, me especially, will have to walk the plank; that is, they will give me the grand bounce. But like the Salem Quakers, I'm ready to seal my opinions with my blood."

"Do you mean that the company will discharge you from its service?"

"That's just what I mean."

"That would be cowardly mean," said Tillie, half angrily, but trying to conceal her displeasure in a forced smile. She glanced into his stern-knit, manly-woven features on an expedition of discovery, and saw firmness and resolution ruling supreme. There was more genuine manhood in him than she ever dreamed of before, and a thrill of pleasure entered her heart. To such a man a defeat was not an absolute overthrow and total destruction.

"I cannot blame the company so much as I blame the traitor who informed against the cause of labor and liberty."

"But if he repents, you must forgive," urged Tillie, in a lovely feminine spirit.

"Death-bed repentances and enforced compliances are on a par—without merit, save the element of fear in them. For you know it is said:

'He that complies against his will
Is of his own opinion still.'

Carey may be playing a part in a real drama merely for love's sake."

"No; if a young man *will* not for love's sake do the right thing and correct his mistake, there's nothing in him at all. We must have faith in order to strengthen him, to redeem him, and to hold him up in his weakness." Tillie was an angel, but she did not know it. And that was the glory of it. Too many know they are angels, and that spoils them. George had the good sense to see that he was supremely blessed in the grand love of such a girl so far above the mediocre love of the talent of genuine, pure, exalted affection. His hand was placed confidently upon hers upon his arm. What a sweet bliss!

"I'll brave all the world combined for you," he

TO BE CONTINUED.

burst forth, "and whatever comes I'll conquer it for your sake. There is nothing on earth I would not do for you." He pressed her hand. She was happy. How grand life was!

They were so absorbed in each other that they saw no one pass. Sam Carey observed them as he chanced to meet them on the street. But he spoke not.

"It is good in you to say so," returned Tillie, modestly, not knowing just what was the most becoming return to make, the most conventional and fitting answer to give him. From the lumber of her mental warehouse she rolled out the first bundle of words she found. She did not know that such a course was the secret of true eloquence and preeminently the fitting thing to do. There is no guile in true love, no tarnish of musty tomes upon unrestrained and simple earnestness. True love has no desire for the tawdry of fine words. It is real, it is human, it is emotional.

They said many dear, sweet, soul-ravishing words to each other before they reached Tillie's door.

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEBBLES.

CHAPTER IV.

The beautiful park suddenly became hateful to them, the well kept lawns, the glistening paths, the nodding flowers, the murmuring fountains, the graceful statuary, all seemed to mock the imprisoned one, who from the darkness of the stone cell could enjoy none of them. Without a word they resolutely turned their backs and sought, as a place for thoughtfully meditation, the semi-darkness and wilderness of the pathless forest. Art, culture, knowledge had been used to improve nature, but to imprison humanity.

There were no paths leading through the woods, and in a few steps from the enclosure, all traces of it disappeared, and they were again in the midst of an untrodden, trackless waste, overgrown with all the wild luxuriance of neglected nature. An hour of pushing and struggling through the underbrush and vines found them exhausted at the foot of an immense tree. A little stream murmured past and a little clearing invited them to rest. Socialist said: "Here, friend, let us stop, in this place from the artificial beauties that oppressed us, let us work out the plan for relief." The other made a gesture of assent. Both recognized the futility of discus-

sion, at least until a plan of action had been outlined by thought.

The rest of the day passed in absolute silence; as night approached they prepared their frugal meal, after which they spread their blankets and night wore away without a word having been spoken by either of our friends.

The next day, the next and even the next passed in the same silence. The only sound was an occasional groan from the sufferer. At such times our friends would look inquiringly at each other, mournfully shake their heads and resume the appearance of deep thought.

It was the afternoon of the fourth day when Socialist spoke; "I believe I have outlined the plan."

A few moments afterwards Onetax sprang to his feet, waved his hands above his head and shouted triumphantly:

"I have it now. Listen! I have thought the matter over carefully. I see where the primary trouble is! I know now how his oppressors cheated him into slavery. I know how they keep him under subjection! It is summed up in the one word 'air,' that is what he needs; air is essential to all men, air is the free gift of nature; and he is

shut off from this great gift of God. Open a crevice in that thick wall, allow the free air of Heaven to bathe his limbs with its healing virtues, let him breathe freely of the natural atmosphere and he will be happy and contented." And" he added, after a moment's pause, "he recognized the fact himself; don't you remember he said he was suffocating?"

"Aye, truly I do," answered his companion, "but I remember also that he was ahungered and athirst."

Onetax looked severely at his friend as he said slowly and emphatically: "You must admit that air is necessary to comfort and even life, that man cannot exist without it; also, that it is a creation of nature and that no man should deprive another of the free use of it," and he looked triumphantly at his companion.

"Admitting all this," said the other calmly "how can access to air give him food, water and freedom. I will work on no half-way plan, he must have absolute freedom."

Onetax looked at the speaker with surprise that rapidly gave way to indignation, and clenching his fist he passionately exclaimed, "and is this the man whom I thought was a calm and honest reasoner? I find him an impious iconoclast who would destroy all the natural laws that benign nature has imposed upon humanity."

Socialist considering himself abused, answered that Onetax was a narrow-minded bigot and a foolish fellow.

The angry passions of both being now aroused, they proceeded to pummel each other with all the energy that their prolonged fast and vigil had left them.

A disinterested spectator would have known at once that they were reformers. The incident proves that "real" reformers are liable to lapse into the arguments used by the ordinary kind; and that real goodness, sincerity and honest intentions are not perfect shields against the established form of debate.

The fight continued, with every blow—and they were rained upon each other with astonishing rapidity, as each was more anxious to injure his opponent than to defend himself—there were exclamations such as: "That for your fanaticism!" "That for your bigotry!" "That for your ignorance!"

The unseemly battle continued until both sank exhausted, and lay panting side by side on the sward.

Onetax was covered with blood from a cut on the face, and with swollen nose and puffed cheeks, presented the appearance of a reformer at the conclusion of an interesting debate. Socialist,

with eyes almost closed, with blood flowing from nose and mouth, showed, also, that he had received some telling arguments. Slowly and painfully he raised himself to his feet. The instinctive courtesy of his nature acted, and he tenderly raised his companion to a sitting posture, expressing the hope that he was not badly hurt. There was something so incongruous in this naive action, the real goodness of the man was so apparent, that when their eyes met a smile of reconciliation sparkled on both faces.

Herein the true nature of both shone out. Their late debate had been a contribution to the inborn instinct of reformatory humanity.

Socialist smiled—as far as his swollen countenance would allow—as he said: "I wonder how much benefit has resulted to the sufferer from our debate?"

Had this remark been made and acted upon before the conflict it would have been genius, at this stage it was tact. So narrow is the line that divides the two. Said before a debate it represents reason, said afterwards it most frequently represents chagrin.

CHAPTER V.

The following morning found our travelers stiff and sore. It was resolved to wait patiently until they recovered from the effects of their late controversy, before renewing their discussion concerning the imprisoned giant.

Socialist was bathing his swollen eyes and inflamed face at the little stream, while Onetax was attempting to close the cut that disfigured his countenance, when a loud "hallo there!" came from the bushes before them.

The two looked at each other with astonishment. What could it mean? They were surrounded by a dense thicket and had with the utmost difficulty pushed their way to the spot through briars, clinging vines, underbrush, through pathless swamps and under dense overhanging foliage, and now a human voice hailed them.

Onetax was the first to recover himself, and answered by a prolonged "hal-lo." An answering shout was heard. Presently they saw the agitation of the tall bushes, the rustling of leaves was heard, and two men emerged from the undergrowth on the opposite side of the stream. Our travelers beckoned them to approach. They waded across the stream, and apparently exhausted threw themselves upon the blankets that had been left spread upon the ground. They were ragged and hatless, with faces and hands torn and bleeding from the thorns of the brush. The elder of the two in response to the looks of inquiry finally raised himself painfully, but Onetax

gently pushed him backwards, while he said, "We were lost in this waste and are without blankets or provisions, and—" both interrupted him by insisting he should rest until they prepared food and hot coffee. The younger seemed already asleep as they turned away, while the other continued, "We are brothers, our family name is Anarchist."

Our good friends hurriedly rebuilt the fire, and prepared food for their unexpected guests. On their return, however, both were soundly sleeping. Onetax gently shook the form of the younger, and called him to awake and eat, with no effect beyond producing a frown on the face of the sleeper, and the murmured word "g'way." Socialist met with the same signs of complete exhaustion on the part of the elder.

"Let them rest," said he, "they need sleep apparently more than food. Poor fellows! It is still chilly and cold, let us wrap them in the blankets."

While doing this kind office, Onetax said, "I can see no family resemblance between them." Hearing no reply from his companion he turned and was surprised at the intent and serious expression on the face of Socialist, who was sitting by the side of the elder sleeper gazing with a rapt look on the face of the stranger. Haggard and worn as the face of the sleeper was, the expression was calm and placid. Onetax playfully touched the arm of his friend as he said: "Wake up, and tell me, I pray, what dreams of weight has that sleeping face aroused?"

Socialist smiled, but with none of the playfulness of the other, while he replied in a serious tone.

"Listen, then," he continued speaking earnestly, with eyes still gazing on the face before him.

"This is a face that attracts children, a face that shows nobility and gentleness, a face that says to all, 'nature has made me good, in doing evil my possessor violates my instincts.' A man in trouble would instinctively turn to it for sympathy, a beggar would follow it for miles, even the genius of despair would gather hope in its smile

Happily such faces are found on earth. They are God-given proofs that brutality has not crushed out all that is divine in humanity. They are more than inspirations, they are volumes of hope, for as long as such are found, man will plan for a coming millenium, when the leaven will leaven the whole and all men shall learn of them."

"Not that nature so rarely stamps the divine on the human face, but its development is rare. In early childhood, unstained with passion, un-

marred with evil deeds, unmarked with human experience, such faces are the rule. Divinity marks the face of childhood, humanity sears that of age. Oh! divinely guided words, words that fall upon deaf ears, words that could save the world! 'Except ye become as little children, ye shall in no wise enter the kingdom.'"

Onetax had gazed with astonishment at the rapt expression of his friend, whose countenance shone with the light of exalted inspiration. He had not been prepared for such an earnest reply, and his eyes wandered to the face of the younger sleeper, which was working convulsively with marked expressions of wrath and anger. The brows were contracted with a malignant scowl, the lips parted, and he seemed to be delivering a curse on a mortal enemy. The face was in such marked contrast to the glowing eulogium that Socialist had delivered on the other, that he involuntarily could not repress a smile which soon changed into a distinct laugh.

Socialist, who had never raised his eyes from the contemplation of the serene face before him, and was indeed scarcely conscious of his listener, started to his feet with a look of pained surprise at this interruption. But his eyes followed those of his friend, who was yet watching the face that now pictured the passions of a very demon of iniquity. In a glance he recognized the incongruity and understood the cause of the misplaced merriment. Noting this, Onetax exclaimed: "Pardon, friend, if involuntarily I took the one step that divides the sublime from the ridiculous. Look," he added seriously, "this face proves your claims as well as the other. These men are brothers. Doubtless in childhood their expressions were alike. One cultivated the divine, the other let the weeds of passion grow unchecked. But let us not judge from the features; only a good impulse could have brought one into this pathless waste. Nature's stamp is often counterfeited. Nature gives the 'general,' the individual works out the 'particular.' Nature gives the model; but man can gild it with gold, silver or copper, can make it base or noble."

The day passed on, and the watchers silently prepared their evening meal, but the strangers still slept. The elder quieted; the younger, with starts and exclamations, would often raise his arm with clenched fists, then sink down as if exhaustion conquered. The friends would then quietly arrange the blankets around him, but made no effort to awaken him.

The two had spoken but little since the discussion that the face of the elder had aroused. Since the unfortunate argument of the preceding day, both had avoided the one subject that laid near-

est the heart. Socialist had not yet given his companion an inkling of the conclusions he had arrived at during the four days of silent thought. He had only said that his plan provided for complete freedom and emancipation of the giant from all the claims of his oppressors; that short of this nothing could satisfy his desires.

It must be confessed that the assertion had surprised and pained Onetax. He was sincere in regarding it not only as absurd but even wicked and unnatural. It was a shock to the prejudices caused by his education, his surroundings and the influence of general society. The most singular and peculiar fact in the history of this unexplored forest and the victim imprisoned in its depths was the position of general society regarding the mysteries it contained and the claims of the giant. No subject of conversation was more interesting, nothing was more common than mild expressions of sympathy for the sufferer; a lecture or public discourse on the giant would frequently draw forth exclamations of pity, and even tears from the most indifferent. One who claimed to have made a short journey into the depths of the forest or to have witnessed the sufferings of the giant, would be followed by many admirers; but if he claimed the forest should be destroyed or the giant set free he was mocked and stoned. No pleasure excursion was so well attended as those to the edge of the forest, where the crowd would listen to eloquent appeals on the necessity of exploring the hidden wastes—but here, also, the speaker must not go beyond general expressions of mild sympathy; on no subject were so many learned books written.

Yet under all these surface indications there was an instinctive belief that the forest should not be fully explored and that the giant should be kept under some subjection. It was generally allowed that his sufferings should be mitigated. But it was claimed that his oppressors had always fed him and should be benefitted by his strength. A few openly claimed that the forest and the

position of its victim resulted from the decrees of Divine Providence, and man should not interfere. That this prejudice was hidden in the heart of general society was amply proven by the fact that if any demanded, strict "justice" should be applied to the giant and his masters; they were regarded as disturbers of the peace, were hated and despised, yes, even stoned and imprisoned. This is one of the incomprehensible traits of humanity upon which reason bruises its head in vain. It is a prejudice that laughs at justice, openly derides morality and mocks at knowledge, crushes in its iron hand all the noblest instincts of humanity and makes a delusion of the holiest precepts of the founder of christianity.

The religion of Christ is the religion of humanity; as such its destiny is to conquer the world, but the great and final battle of conquest must be fought on this ground. The banner was unfolded nineteen hundred years ago, the rallying cry for all time was given when the 'golden rule' was uttered. For almost two thousand years creed, dogma and theology have obscured the truth, and the teachings of the man have been lost in the worship of the God.

Socialist was attempting to reason on the great problem of right and wrong regardless of inborn prejudices and established theories. It is doubtful if it is within the power of man to overcome the influence of false impressions that in early youth moulded his opinion of right and wrong. He may, with all sincerity, endeavor to do so, may think even that he has done so; but a self examination will convince his own conscience that they still color his ideas.

Onetax equally as honest, equally as well meaning, had never seriously endeavored to reason on the problem outside and beyond the prejudices of his early education. For this reason the expression of Socialist of attempting to give absolute freedom to the giant not only surprised but shocked him.

TO BE CONTINUED.

THE SINGLE TAX THEORY.

BY W. P. BORLAND.

There is a great deal of vagueness connected with the current expression of the idea of the distribution of the product of industry, and this vagueness begets a tautology in the use of economic terms that is fatal to sound reasoning. A portion of the product is distributed to labor under the name of wages, while the remaining portion—by far the larger—is distributed to those who own

the means and instruments of production, and who perform the work of management, under the names of rent, interest and profit. The socialists synthesize this latter portion and place it under the general designation of surplus value, asserting that, as a whole, it represents nothing other than a robbery of labor, and must be abolished. In so far as the term, surplus value, refers to that por-

tion of wealth abstracted from the total product without an equivalent rendered, the conclusion of the socialists must be accepted, but, in so far as it refers to the whole portion of wealth not now comprehended in the term wages, the conclusion is erroneous. The orthodox economic definition of labor, and its resultant, wages, is not broad enough to cover all that the terms really imply, being used merely to indicate physical or bodily exertion and the reward for the same: and, while the socialists recognize this fact in a general way, they give it no prominence in their analysis of surplus value. This begets confusion. "To the laborer the whole of his product" is a sentiment easily endorsed, but then arises the question, what is the whole of his product? That it is more than what is included in the present term, wages, is certainly a fact, and because it is a fact the laborer is robbed, but that it is the whole of produced values is not a fact. (It must be understood that I here use the term, laborer, in its commonly accepted sense.) The term profit, which is one of the elements going to the make up of surplus value, is an indefinite and inexact term, and it ought to be rejected by those who desire to arrive at correct conclusions on the problem of distribution. It can mean nothing which may not be included in the terms rent, interest, wages, and, as it is generally used, it but tends to confusion by repeating factors that have already received adequate expression in another term. That portion of profit coming under the designation, "wages of superintendence," is clearly the reward of personal exertion, and should find its expression under "wages." The receiver of profit is to this extent, certainly, a laborer and the receiver of wages. It is not correct to say that this portion of profit represents a robbery of labor, and its inclusion in surplus value is an error. This portion of profit, when considered in its proper sense, as the reward of labor, may be exorbitant when compared with the reward of other labor, but it is none the less the reward of labor and should be expressed as wages; and it is certainly not correct to say that that portion of wealth which represents the reward of labor is a robbery of labor. Applying this definition to the terms "laborer" and "wages," and it is the really proper one, they are broadened so as to include what they properly signify, and what remains of surplus value is only what is exacted for the use of capital proper, and for the use of natural opportunities for the creation of wealth. Besides "wages of superintendence," the term profit includes payments for the use of both land and capital, whether the receiver of profit is the owner of same or the hirer, it matters not, and, as these payments receive adequate

expression in the terms rent and interest, the term profit is worse than useless; it means nothing definite and should be rejected entirely.

It is not my intention to enter here into a discussion of the question of whether or not interest, by which I mean payment for the use of legitimate capital, constitutes a proper charge upon produced wealth. There are considerations to be observed in the discussion of such a question that preclude the possibility of giving the subject adequate attention within the limits of my space, and my present purpose is to show the proportion which rent bears to surplus value proper. It is a very common criticism directed by socialists against the single tax theory that the removal of labor exploitation through the factor rent would be but a small step in the direction of the full emancipation of labor. They admit that the complete application of the single tax would practically bring about common property in land and secure to all men free access to our common heritage, but they assert that this would be of little benefit since rent constitutes but a small part of surplus value, and a productive system that recognizes the legality of interest and profit must inevitably tend to the robbery and enslavement of labor. As to profit, the fault in their reasoning is sufficiently clear; as to interest, much of that which is now denominated as such is in reality rent; and as to rent, its position in the term surplus value, and the relief that would be experienced by labor by its abolition as a charge on the product of industry, will be best understood by reference to some concrete illustrations from actual fact. Taking our industries as a whole, it is not easy to separate the rent charge from the several other charges for purposes of comparison; the charges are so jumbled together that it is not easy to assign each to its proper place with any degree of accuracy. But there are some industries where the factor, rent, stands out clear and distinct, unobscured by the ambiguity of the term profit, and by casting a side light on these we shall be able to form an idea of the potential power of rent as a whole, and the extent of the robbery which labor suffers by reason of its existence in its present form. These are the mining and lumber industries, where men exact a portion of the product without having taken the slightest part in the business of production themselves, and solely by virtue of their title as land owners. These charges are known as royalties in the mining industries, and stumpage in the timber, being solely payments made for permission to go upon the land for the purpose of extracting mineral or cutting timber. They are computed upon the basis of a ton of mineral or a thousand feet of

timber, and constitute the surest kind of a fixed charge against the product. They are rent charges in the purest form in which they appear in modern industry. Taking the coal, iron ore, and timber industries in the United States for the year 1889, the total value of their product was \$1,101,198,301. Of this, the total cost of production, including wages of labor, cost of maintaining animals, clerk and office hire, and all such miscellaneous expenses as are necessary to the conduct of the business, is given as \$574,067,197; the total capital profit is given as \$75,972,992; and the royalties paid to land owners amounted to \$451,197,596. This is, approximately, thirty per cent. of the value of the entire product, and it is paid to land owners merely for the privilege of being allowed to work in these industries. Taking the United States as a whole, we get the following:

Average royalty on 1,000 feet lumber, board measure.....	\$3.02
Average royalty on one ton of coal.....	.15
Average royalty on one ton of iron.....	.59
Average cost of 1,000 feet lumber, board measure.....	\$3.50
Average cost of one ton of coal.....	.90
Average cost of one ton of iron.....	1.47

Taking the three states of Michigan, Wisconsin and Minnesota, for the year 1890, the average cost per thousand feet of lumber to the market was \$6.69. The total expense was \$3.12 per thousand feet. The difference is represented by stumpage and profit, \$3.11 for stumpage and 46 cents for profit. The pine timber product of these three states is stated by the census bureau to equal one-third of the whole pine product of the United States. For the state of Michigan the timber industries are divided into three classes, and the official report from which I quote presents the following figures for these classes:

LOGGING CONDUCTED BY MILL ESTABLISHMENTS.

	1st class	2nd	3rd
Estimated stumpage value per thousand feet, board measure.....	\$4.49	\$2.41	\$2.75
Wages cutting and preparing 1,000 feet to transport to mills.....	1.96	1.84	1.91
Average cost in transporting 1,000 feet logs to mills.....	1.25	1.57	1.72
Wages cost in transporting 1,000 feet logs to mills.....	0.35	0.46	0.69
Other cost in transporting 1,000 feet logs to mills.....	0.90	1.11	1.03
Total cost of 1,000 feet logs, board measure, at mills.....	7.70	5.52	6.38

LUMBER MILLS.

	1st	2nd	3rd
Value of 1,000 feet, board measure, at mill of finished product.....	\$11.54	\$10.24	\$10.31
Miscellaneous expenses in \$100 of finished product.....	7.44	4.48	4.25
Wages in woods, transportation, and in mills, and salaries in \$100 of finished product.....	29.54	36.57	26.86
Expenses in keeping of animals and in transportation of \$100 of finished product.....	11.01	13.83	14.04
Royalty or stumpage value in \$100 of finished product.....	40.93	27.59	27.21
Total cost in \$100 of finished product.....	87.52	75.47	70.37

Commenting on these figures, the report says: "First class mills and establishments are those which cut more than 5,000,000 feet for the year, and were all engaged in the production of pine lumber. It is a very noticeable feature of the report that no sales of standing pine timber have taken place for ten years at so small a stumpage value as \$4.49. In many cases the owners of standing pine could not be found, as they live in other states or in foreign countries. The second class establishments include those in producing cedar and hemlock with the lowest stumpage value. The third class establishments were principally engaged in producing such lumber as is worked up into furniture, carriage stock, spool stock, staves and heading, with a somewhat higher stumpage. The stumpage of \$3.11, as given, is all, however, much below the market value. The value of saw mill and lumber mill product is the net value and represents the product when ready for the market. . . . The stumpage value is that returned by the establishments who cut the logs and who owned the land upon which the timber was cut, and is at least \$1.50 per 1,000 feet below the market value of stumpage for the year 1889 or 1890; but low as it is, it shows that timber royalties are as great a charge against the consumer as all the labor cost in lumber production."

Summarizing results for the three states of Michigan, Minnesota and Wisconsin for the year 1890, we get the following:

Total cost of raw material for all establishments reporting for Mich., Wis., Minn. . .	\$44,506,167
Stumpage cost.	22,203,511
Other cost.	22,302,656
Labor cost per 1,000 feet.	\$2.93
Other cost per 1,000 feet.194
Total cost per 1,000 feet, except stumpage. . . .	3.124
Stumpage cost per 1,000 feet.	3.11
Total cost per 1,000 feet.	6.234
Selling price per 1,000 feet.	\$6.69
Profit per 1,000 feet.	0.46

For the United States, we get:

Total number of feet produced.	7,138,749,000
Stumpage in \$1 of product.	\$0.164
Capital profit in \$1 of product.068
Cost in \$1 of product.468
Total cost of production.	\$424,746,160
Total stumpage.	421,245,690
Total capital profit.	61,603,460
Total product.	907,620,000
Stumpage is 87+ per cent. of profit.	
Capital profit is 13 per cent. of profit.	
Total profit was.	\$482,853,840

These figures give one a clear idea of the proportion which rent bears to the total product, and how largely it enters into the surplus value of the socialists. Of the coal product, the total product of bituminous coal in the year 1890 was 95,629,026 short tons. The value of this product at the mines ready for shipment was \$94,346,809. The

average value per ton was 99 cents, and the average cost per ton of mining was 81.1 cents. The land value of the capital invested was 67.26 per cent. of the whole capital. As in every other industry connected with the procuring of raw material in manufacture, land value by far exceeds all the other investments in the enterprise, consequently royalty is the principal share of the profit. Taking the United States as a whole, we find the following results:

Average cost per ton of mining	81.1	cents
Labor cost per ton of mining	72.9	"
Profit per ton of mining	17.9	"
Royalty per ton of mining	11.03	"
Capital profit per ton of mining	5.87	"

Taking some of the results by states, we get the following:

PENNSYLVANIA BITUMINOUS COAL.

Labor cost in \$100 of product	\$74.10
Other cost in \$100 of product	8.53
Royalty in \$100 of product	12.44
Capital profit in \$100 of product	4.93
There were mined 36,174,089 short tons, valued at the mines at \$27,953,315. The total cost of production was \$23,132,033. The total profit was \$4,821,282, of which profit \$3,444,605 was royalty. Royalty was 71.45 per cent. of the total profit. Average wages per day for all employes was \$1.84, and for miners alone \$1.93. Total labor cost in one ton of coal 57.3 cents.	

PENNSYLVANIA ANTHRACITE COAL.

Price per ton at mines.....	\$1.44
Wages cost per ton.....	.90 cts
Other cost per ton.....	.14 "
Profit per ton.....	.40 "
Royalty profit per ton.....	.258 "
Capital profit per ton.....	.142 "
Royalty profit was 64.5 per cent. of total profit.	
Total spot value of the product was \$65,721,578;	
total capital invested was \$161,784,473; of which	
\$104,415,702 was land value capital, and \$57,369,-	
771 other capital—buildings, machinery, etc.	
Labor cost in \$100 of product at the mines.....	\$62.44
Other cost in \$100 of product.....	9.72
Royalty profit in \$100 of product.....	17.92
Other profit.....	9.86

ILLINOIS BITUMINOUS COAL.

Average value per ton of coal at mines	97	cents
Average cost	79.8	"
Average labor cost per ton	71.8	"
Average profit per ton	17.2	"
Royalty profit	9.6	"
Other profit	7.6	"

Royalty was 56.1 per cent. of profit. Land value 56.1 per cent. of investment. Average wages of miners per year was \$250.46.

OHIO BITUMINOUS COAL.

Av. val. of one ton of coal at the mines	94	cents
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Total cost per ton	79	8 cents
Labor cost per ton	73	8 "
Total profit per ton	14.2	"
Royalty profit per ton	9.1	"
Other profit per ton	5.1	"

Royalty was 64.3 per cent. of profit. Land value was 64.3 per cent. of investment. Wages per year \$352.95.

ALABAMA BITUMINOUS COAL.

Average price per ton of coal at mines	\$1.11
Average cost per ton at mines	.986
Labor cost per ton at mines	.91
Average profit per ton	.124
Royalty profit per ton	.093
Capital profit per ton	.031

Royalty 75.6 per cent. of profit. Land value 75.6 per cent. of investment. Average wages per year \$532.20.

MARYLAND BITUMINOUS COAL.

Av. price per ton of coal at mines	\$.86
Average cost per ton	.77
Labor cost per ton	.59
Average profit per ton	.09
Royalty profit per ton	7.92
Capital profit per ton	1.08

Royalty was 88 per cent. of profit. Land value 88 per cent. of investment. Average wages per year \$497.

The iron ore product in the United States for the census year 1890 was 14,518,041 long tons, valued at the mines at \$33,351,978. The capital invested was \$110,766,199, distributed as follows: land, \$78,574,881; buildings, fixtures, etc., \$7,673,520; tools, implements, etc., \$8,045,545; cash and stock on hand, \$15,572,253. Land value is 71.5 per cent. of the investment. The number of employes engaged in mining ore was 37,707, who received in wages \$13,880,108, an average of \$368 per employe per year. Of the twenty-six states and two territories producing iron ore, the four leading ones are Michigan, Alabama, Pennsylvania and New York, in the order named, producing 70.49 per cent. of the entire output, and for these four states the percentage of royalty in the total profit is as follows:

Michigan	Royalty is 65.6	per cent. of profit.
Alabama	Royalty is 81.2	" " " "
Pennsylvania	Royalty is 91	" " " "
New York	Royalty is 73	" " " "

In Pennsylvania, where royalty is the highest and capital profit is the lowest, the total profit exceeds the total wages paid by the sum of \$211,166, or more than seven per cent. of the value of the entire product. The figures are as follows:

Total value of product	\$3,063,534
Total expense of mining product	1,711,120

Total profit.....	1,354,405
Total wages paid.....	1,141,239

Excess of profit over wages..... 211,166

The average wages per employe per year was only \$277; and the average number of tons mined per employe per year was 357.03. There are six states whose average yearly wages per employe are lower than that of Pennsylvania, but their annual production per employe is also lower. Contrasting these seven states, we get the following:

	Tons per employe per year.	Wages per employe per year.
Pennsylvania.....	357.03	\$277
Georgia and North Carolina.....	330.96	182
Tennessee.....	312.41	231
Virginia and West Virginia.....	209.87	234
Ohio.....	157.95	227

Colorado makes the best showing as to wages. The reports show for that state an average yearly wage per employe of \$717, with an average production per employe of 279.12 tons of ore. But here are but 391 employes reported for the entire state, and I have no figures showing the distribution of the product. It must be remembered that these details refer to only the three leading industries, coal, iron and timber; details for the remaining industries, in the producing of raw material, are not as fully procurable. But, the spot value of all minerals produced in the United States for the last census year, besides coal and iron ore, is given as \$393,652,321, and estimating the royalty of this product at the same per cent. as the royalty of iron ore, which was 25.8 per cent., the royalty of all other mineral products was \$101,567,299. Adding this to the amount already given, we get the sum of \$552,764,895 as the total royalties and stumpage paid to land owners in the United States in the year 1889 for the privilege of working in the mining and lumber industries, over \$8 for each person, or over \$44 for each family of five persons. I am inclined to the belief that surplus value would not be much of an item if labor was relieved of the total rent charge of the nation, by which it is now oppressed. And then there is the phosphate mining industry, about which there is so little known, because of so little importance until the very recent discoveries of the wonderful deposits of that mineral in Florida. We can see how rent comes in to absorb the biggest share of the wealth produced by labor by taking a brief glance at the growth of this industry. The facts here given are from a special report issued from the United States Labor Bureau in 1893, in compliance with a resolution of the Senate of the United States, passed Dec. 4th, 1890. The report covers 30 establishments in South Carolina, 1 in North Caro-

lina, and 106 in Florida, a total of 137 establishments. The Florida phosphate fields are of quite recent discovery. The following quotation from the report, in relation to this discovery, will prove interesting:

As early as 1879 traces were found and reported from Hawthorne in Alachua county, a sort of sporadic deposit hanging upon the fringe of the now well defined belt. Analysis was made and showed 45 72 per cent phosphate of lime. Some attempt in 1884 was made to work it, but only in a small way. Other discoveries were made in the same region, but none of them are now considered of much value. In 1887 the Sopchoppy or Wakulla county deposits were discovered, but their remoteness from transportation was an insuperable obstacle to their development. In the winter of 1888-'89 Mr. Adam Eichelberger, of Marion county, discovered upon his orange grove on the Withlacoochee river, a strange looking substance, which excited his curiosity, and which he believed to be gypsum. A little later, about May 1, 1889, Mr. Albertus Vogt, while having a well bored on his place, near the now famous Dunnellon mines, had his augur fouled, which, in his efforts to clear it, became disjoined. In digging down to clear the augur he came upon a bed of considerable thickness of what is now known as soft phosphate, which opened the way to the hard rock. Samples were carried to Ocala and placed in the hands of Dr. R. R. Snowden for analysis. The result was as much a surprise to Dr. Snowden as to anyone else. He reported that the analysis proved the substance to be phosphate of lime of high grade, being over 76 per cent., and told the parties, some of whom were ignorant of the value of phosphate, that if the deposit was abundant it was better than a gold mine. The 10 acres of poor land upon which the well was located, within a few weeks sold for \$10,000, and within a few months Mr. Vogt realized \$60,000 as the fruits of his discovery. Mr. Eichelberger, who had stimulated the excitement by his search after gypsum, was also rewarded, for he not only discovered gypsum of a good quality, but in close proximity on the same tract of land, rich beds of phosphate. The business men who had been taken into the secret by Mr. Vogt cautioned secrecy and immediately sent samples to chemical laboratories in New York, Philadelphia and Chicago, the analysis from each being confirmatory of Dr. Snowden's report. Within a few weeks thousands of acres of land lying along the Withlacoochee river were secured, under a small option, at a nominal price. Capitalists were taken in, and what is now known as the Dunnellon Phosphate Company was organized.

The number of acres controlled for mining purposes is given for the three states covered by the report as 252,138, distributed as follows: Florida, 179,848 acres; North Carolina 2,500 acres; and South Carolina, 69,790 acres. Phosphate is also found in the beds of rivers, and the miles of rivers controlled for mining purposes in Florida are 163.5 in 15 mines, 3 mines not reporting; and in South Carolina, 7 miles in 1 mine, 6 mines not reporting, a total of 170.5 miles in 16 mines, 9 mines not reporting.

"After the discovery of the river pebble, the state undertook to exercise its sovereign rights over these waters as being a part of its navigable waters, and by law imposed a royalty on all river mines. According to the classification under said law, the following royalties were to be paid on all phosphate taken from the rivers of the state: on phosphate not exceeding 55 per cent. of bone phosphate, 50 cents per ton; on phosphate exceeding 55 per cent. and not exceeding 60 per cent. of bone phosphate, 75 cents per ton; and on phosphate exceeding 60 per cent. of bone phosphate, \$1 per ton. However, prior to the assertion by the state of this right to impose a royalty, individuals and companies had bought up the lands on both banks of these several streams, with the purpose of controlling the riparian rights to the river beds under the general law. As the rivers were generally narrow, and only in few places had been meandered by the United States survey, issue was joined by the companies, who declined to pay royalty on any save the meandered territory. This the state refuses to concede, and the matter is now in litigation." The hard rock phosphate, or that produced from the land mines, is superior to the river phosphate and sells for a greater price, and as there is very little difference in the actual cost of production, this assertion by the state of the right to collect royal-

ties will give one a faint idea of the amount absorbed by rent in the total product. The total capital invested in plant (the facts not being given for five mines) is \$4,705,782, and in land (the facts not being given for sixteen mines) \$14,366,067, a grand total of \$19,071,849. The total production for the year 1892 was 1,231,703 long tons, valued at the mines at \$7,153,141, the labor cost of producing which was \$2,473,615, distributed among 9,175 employes, a yearly average per employe of \$270. A faint idea of the part rent takes in the surplus value may be obtained from the very meagre facts already given. In South Carolina royalties are paid to the state in accordance with the quality of phosphate mined. These royalties amounted to \$184,502 in 1892, and since the year 1870 the state has received a total of \$2,805,971 in phosphate royalties. I have gone much more fully into statistics than I intended to when I began this article, but I have been carried along by the thought that these details are necessary to illustrate the point I desire to bring into prominence, notwithstanding that their length renders it necessary that I should reserve my main purpose, the elucidation of the single tax theory, for another article. The facts relating to coal, iron and timber royalties are from the tenth annual report of the Michigan Labor Bureau.

SOCIAL RECONSTRUCTION.

BY JOSE GROS.

NO. 2.

One of the most curious facts in all historical development is the way with which humanity has always been misled through grand words improperly understood or poorly explained. Take for instance the word *Faith*. How men and nations have butchered themselves, and made life as wretched as possible, for long centuries, for the sake of showing that each set of men had more faith than any other set, each group of faithful people bent upon gorging everybody else with their own fanciful faith without ever stopping to see if that faith of theirs was any better than that of other people. It has generally been assumed that faith consisted on a certain theory of God's existence, and the forms of worship through which we could obtain eternal bliss, regardless of that grand conception, *Love one another!*

What we call the periods of faith have really been periods of hate among men, when if faith means anything it means *Love*, love towards each other, honesty and tolerance towards each

other, peace on earth among men. If we want to rise a little higher, in our perceptions of faith, we may add that faith is to be hungry and thirsty after righteousness, and so to work for righteousness, individual and social, with the *ego* and with the nation. Have we ever done anything of the kind? Far from that, when we reformers talk with people permeated with that old fanciful faith of periods gone by, do you know what they tell us? "Leave social righteousness alone. All you have to do is to make the individual right, as we are trying to do." Well, the old fossils in question have been working with the individual for at least sixty centuries, and the individual is yet far from right because he does not want to work for social righteousness. And if any of us tries so to do, he is not considered much of a fellow after all.

Suppose that a baker was endeavoring to bake good loaves of bread without attending to having the oven well fixed up. That would not be any more foolish than trying to build up human indi-

viduals right while giving them no conceptions of how they should fix the oven of their own nation, the laws of their own nation, under the action of which their lives are regulated year in and year out, from the cradle to the grave! So much for the logic of the men of faith, that old fanciful faith, saturated with hate between man and man, class against class, nation against nation.

Ours is not an age of faith, in the old sense of the word. Ours is a period of doubts, the inevitable result of long periods of a selfish faith, selfish because sectarian, and hence saturated with mean, narrow perceptions of duty. The great blunder of our old religious teachers, and most of the present ones, is the idea of limiting their faith to the life beyond, how to get there through the mere routinary habits of what is called a regular life, subordinated to petty human traditions, limited to respectability in the eyes of this or that group of men, my own little clique or sect, and without any basic conceptions of what we should call *duties of christian citizenship!*

Why not to let religion embrace all human activities, all classes, all nations, all duties, civil, social, political, industrial; in the domestic group as well as in the national one; in private as well as in public life? Religion is but a man of negations without the spirit of universal justice because of universal love.

Yes, ours is a period of doubts; but that is far preferable to a narrow, fanatical faith. Men think when they doubt. It is then that they are apt to shake off the old worn out ideas for better and fresher ones, ennobling thoughts in finished forms, with a round, symmetrical faith, instead of the stiff, angular one which rejects every new conception, and freezes up the intellect, the emotions, the volitions, the whole human soul, as if the word progress was but an eternal negation; as if life was a sealed volume, as if history was a mirage and the universe a group of mechanisms without any especial meaning, with no inspirations with which to expand the visions of humanity in search of beauty through time and space! And you can notice that while the mind of the bigot—bigot because infatuated with his old ideas—is like a slate full of pencil marks in which you can write nothing, the mind of the man in doubt is like a slate with a clean space, where you may be able to write some truth that is apt to blossom later on.

We are happy to acknowledge that our nation has never been stained with religious fanaticism in prominent forms, as the old nations; but what about economic fanaticisms; what about faith in terrestrial salvation through acts of congress? We mean faith in the power of congress to pro-

tect the working masses at home against the working masses abroad through taxes or imports.

In our previous article we showed the futility of that plan on a materialistic plane, as fiscal contrivances totally at war with common sense. But there is a higher level than that; a religious level. Because we have said that a live, real religion embraces all human activities. Such a religion means, not only salvation in the world beyond, but salvation here below, heaven on both sides of the grave, and no doubt a much grander heaven beyond than those can have who have neglected to commence enjoying heaven on earth.

A tariff on imports for the sake of protection most emphatically repudiates that grand conception of Christ—*Universal Brotherhood*. It virtually asserts that the working masses abroad are the natural enemies of the working masses at home; that universal brotherhood is a mere sentiment, a platitude, and Christ but a dreamer. We don't really know how that conclusion can be escaped. We have there an emphatic survival of a faith that was fed by hates and jealousies; not by love or anything like it. If the general improvement of the workers of this nation is not more or less conditioned on the improvement of the workers every where else, then universal brotherhood is a naked lie. If we have to tax, to rob, the workers at home or those abroad to protect them from the bad effects of exchanging their respective products, then such workers are not brothers; they are regular enemies, as the old sectarian faith, and perhaps the modern one, yet, proclaimed men enemies if they did not happen to go to the same churches, etc., etc.

Just as in old times we cheated the working masses out of all happiness through a false, selfish religious faith resting on crude forms and refined hates; so in modern times we have been cheating our working millions with a false, selfish economic faith, that of protecting such millions of people through human laws, denying God's law of universal brotherhood.

Well, we monopolists have reasoned as follows: Here we have an immense natural patrimony, enough to feed, clothe and house ten or twenty times our own population, in full comfort. Yet most of our workers are forced to live in poverty. We have to give them some reason for that. If we don't, they will be apt to see the real cause of their poverty. In the old nations the density of population and the need of armies and navies to protect the national integrity are apparently good causes for the poverty there. Besides, the surplus population there can go over to the new countries on this side. Here we have not even any apparent good reason for the poverty of the

workers. We need, then, to humbug them with the idea of protection through restrictions in international commerce. That may divert their minds from our grand iniquity of land robbery on the most colossal scale ever exhibited on the face of the globe; say over 3,000,000 square miles of territory between the Atlantic and the Pacific, the gulf and the great northern lakes gobbled up by two or three per cent of the population, in forms direct or indirect, but most effectual, anyhow.

The above gives us the Genesis of that grand American economic superstition—protecting the workers through taxes on imports. It is a splendid substitute for the suppression of the old faith, about poverty being inevitable, and not so bad after all, when it was to be followed by wealth in heaven, if only the poor here below were submissive to their masters in the church and out of the church, on Sundays and week days.

It seems anyhow self-evident that you will handle men like babies as long as you can make them believe that they need protection from their own masters or employers, or rather, that employees shall only have good wages if human laws give to employers the opportunity of so doing. The implication is, then, that employers are a group of philanthropists, or a superior race; the trustees of that inferior race, the employees. There is the old story of masters and slaves; the rich and the poor by divine dispensation; the old fatalisms and the old faith!

The only protection needed by the workers is that of *Land Restoration*. That means: Down with all tariffs, international or external, on production and commerce. Down with all taxes on what labor creates. Tax all monopolies out of existence, and let the *Law of Equal Rights* prevail over all men. That is the only function of government.

A REJOINDER TO MR. BORLAND'S "SOCIALISM AND LIBERTY."

BY W. C. B. RANDOLPH.

Mr. Borland's criticism of socialism reveals two things—he has a studious mind and a sprinkling of that petrified prejudice toward existing institutions that is unfortunately so prevalent and which does so much to hinder original thinking.

It would seem that, after a careful study of the principles of socialism, it would be next door to impossible for any fair-minded investigator to possess himself of the idea that "freedom of demand" would be lacking, or rather that there would be less of it than there would be under any conceivable individualistic state of society. But to begin with, we are not so much concerned with the freedom of demand as we are with the inaugurating of some industrial system that would *make this demand effective*.

Any state whose dominant force is individual enterprise, that allows anyone to get whatever he can regardless of the law of equity, does give effective demand to a fraction of its members, yes, an unnatural and therefore dangerous individuality, but by its own inherent workings, leaves the greater number bereft of any material power to enforce a demand of whatever nature. No considerable demand can be made by an individual for that to which *his ownership* is not previously recognized. Take a case to-day. The pathetic army of the starving, yet willing workers may demand their share of the world's wealth, but society, to whom the demand is made, not recognizing a just claim, bids them "move on." We have "freedom of demand" now, and are suffering its

ironical bitterness. Many writers, including Mr. Borland, have been enmeshed in the capitalistic net by the deceptive yet alluring bait of "freedom of contract" as applied to the workers and made to justify any sort of arrangement between wage workers and the employing class. Unless Mr. Borland, by the use of the term "freedom of demand," means practically the same as the much-vaunted term, "freedom of contract," I am at a loss to discover his train of thought. And it will be my purpose throughout this letter to so construe that phrase. Most readers will no doubt call to mind that during the now famous Homestead tragedy, the question of equitable ownership by the workers to the Carnegie plant itself, was raised. A certain writer, taking the Carnegie side of the argument, said: "The moral and legal right of the workers is fully quit claimed when the rate of wages is agreed to."

Mr. Borland's position could be none other than this. The workers, under any sort of competitive system, are free to ask, free to contract, but that does not at all follow that they are in a position to make a just and equitable contract. Where there are more workers than there are places for, or when the state of business is such that some work will only be undertaken at less than the usual expense, so as to promise a desirable profit, the employers will say to the workers: "I will give you so much (or rather so little) per day if you care to work for that, if you do not I will either find others who will or I will not do the work at all."

This, when told to men who have no better prospects than the terms just offered, has the effect, generally, of inducing them to accept, not on account of the justness of the proposition, but on account of their own individual necessity.

Necessity and justice are neither the same, nor twins. They are free to accept the terms tendered them, but (and here is the trick) they *are not free* to accept an equitable offer, for none is presented to them! Mr. Borland quotes from Schaffle to show that a freedom of demand or contract is absolutely necessary for human happiness and welfare. He need not have taken so much pains to prove this to a socialist. It is readily and gladly admitted. Indeed, we arraign the competitive system for denying it to the workers.

But I wish to call Mr. Borland's attention to the reasoning of the writer supporting Carnegie's position referred to above. The idea of "quit claiming equity," carries along with it decided traces of humor. Take an illustration: two men carrying a load between them on a pole. If the load be midway it is equity—that is, each one's burden equals the other. If shifted from the centre, there would be no equity—each then would not be carrying the same weight, even though the change were agreed to. An agreement does not make equity, for equity is an abstract principle, and means the proper relation or adjustment of things. It exists, whether it be individually recognized or not. If it is obeyed in the industrial realms as elsewhere, all is well; if violated, inharmoniousness is manifested.

So the ignorant or forced acceptance on the part of powerless poverty to whatever conditions are imposed upon them, does not confer righteousness upon the transaction.

If the present arrangement between the employers and the workers is right because it is agreed to, it follows logically, either that the workers have no other rights than those of contract, or whatever is contracted for is right. According to this agreement, the demands of justice would be as well met by one proportion of labor's product as by any other portion of it. A curious sort of justice that!

If it is equity to work a man for as low wages as you can starve him into "agreeing" to, then it was an equitable relation that obtained between the African slave and his master, if agreed to. Now, if the right to make terms by which the many must live, is conceded to a few men called employers, then their right to make *no terms* is also conceded, so what becomes of the "freedom of demand?"

Socialism claims and proves that an equitable reward for the laborer is the entire product of his

toil. By his own force he has brought into being something that did not exist before, and to balance the account, it must be owned by the producer. He has produced a certain amount of wealth, and justice demands this, his receiving *equal* (equity) his giving. If wealth does not belong to the producer of it, who can lay claim to it? Again, if it were equitable, when agreed to, to give labor less than it creates, would it not also, according to the same law, be equitable to give them *more*, if previously agreed to? Persistent and systematic thought on this freedom of contract, will convince the student that there can be no equity short of the entire product. And the very fact that a specific pay is agreed to beforehand, no matter whether the amount is large or small, indicates an utter absence of any attempt to arrive at terms of equity, for in the very nature of the operation, the productivity of labor cannot be equitably predicted. It would contain an element of injustice to the employer if the rate were too high, and to the workers if set too low. The whole wage agreement is a clumsy, slipshod make-shift, as unscientific as it is demoralizing to society. It is not a *system*. The rate of wages is not evolved by purifying and ennobling thought. It is ever set by the destitution of the workers. *It is a negation*, and therefore cannot of itself show cause why a positive system should not replace it.

Mr. Borland urges against socialism that personal control would be prominent. To me it appears that a competitive system is pre-eminently chargeable with this fault. Where private enterprise holds sway, it is inevitable that the personal features will more and more intrude as the wealth of the world gravitates into fewer hands. Certainly, a lesser number of wealthy men, owning as much wealth as a larger number, would each intrude more personality in the business affairs than would be possible from each individual of a larger number. And the inevitable trend of a competitive system is to pile up the wealth in a decreasing number of families. The effect under socialism would be to divorce wealth from personality by giving all an equal opportunity to labor, and making it impossible for one to accumulate wealth that equitably belongs to another. It will be seen at a glance that if all the means of production were commonly owned, the power of wealth production would be nearly equal between the individuals, hence no great discrepancy in possessions would be noticed. And where no one was economically dependent on any other person, he would never allow any infringement on his personal rights. Personal interference is only compatible with a system that centres its power in *wealth* instead of *worth*.

The possession of enormous wealth amid poverty accrues extraordinary and unnatural advantages to its possessor, which he could in no wise retain, if stripped of his wealth, no odds what his intellectual status was.

Indeed, with a certain and never-failing law, men of immense wealth will seek to gratify their personal ambition, even though it be the downfall of a competitor or the death of their fellow men, for nothing is more certain than, as the wealth belongs to a person, it will be used to further personal ends. Impersonal wealth would be used impersonally, that is, unselfishly; possible only under socialism.

A system of individual ownership of the earth and tools of production, is essentially tyrannical, and its logical out-workings offensive to every sense of democracy.

Consider it under socialism. Were everyone forever free beyond the peradventure of a doubt, from any individual interference with his right to live, or make the things he wished to consume or use, and each one consciously cognizant of the fact that he was an equal functionary with every other member of the community, with a right of choice and the power of enforcing it in every detail of government, would it be at all probable that any objectionable personality would be silently suffered? If anything was distasteful to the people it would be abolished, for socialism gives the people entire control, not only of the political affairs, but of every interest affecting their welfare. Mr. Borland is laboring under a grievous error when he apprehends that socialism would be under the necessity of making laws against private production. I have not seen this mentioned as a necessity in any socialistic writings, and believe it is a conjecture of his own. The superiority of social production over the profit system, and, consequently, its ability to maintain itself without the force of law, may be illustrated in the following easy way: Suppose the government undertake to operate one-half of the coal mines of Pennsylvania, using the best known plants and methods regardless of capital required, as, to a whole people, that would be practically unlimited, and offer its output at actual cost to consumers. Is it not evident that it would be a simple impossibility for the remaining half of the mines of the state to continue to sell at a profit?

In private production, when profit ceases production ceases. It would indeed be surprising if socialism had builded so poorly and depended for the support of the new economic structure on such unstable and unscientific props.

In my opinion, if social production could not, with an equal chance, excel wage production, or

to put it in another and plainer way, if men would not voluntarily leave competitive jobs and enter public production, and if they did not accumulate more wealth and with greater ease, then social production would be a failure and should not or could not be bolstered up by any process foreign to its own natural operation. It appears to me that no other view of this question is imaginable than that men would prefer a system of production that would give them all the wealth they produce and a voice in the general business management. It may be admitted, and no writings of socialists as far as I am informed deny this, that there would be some private production. This would not work the injustice to the artisans as now, for the reason that public employment would offer an alternative. And no private production could have a monopoly of any line of commerce. For no patents would be issued and the government would undertake any new line that had shown its stability of demand. It would be in this way that eccentric tastes would be first met. The opponents of socialism usually urge that the common ownership of the means of production would stifle invention and plunge us in a gulf of stagnation.

Mr. Borland, however, unconsciously to himself, freely admits the socialist claim, and rather exaggerates it, that invention would then really receive its first natural stimulus. But it is somewhat amusing to know that anyone would suppose that the government would be compelled to buy every invention.

It must be remembered that in an individual system a great number of good ideas never get to material form. This will always be so. Under socialism it would be the general endeavor to get the advantage of as many inventions as possible, for, unlike a competitive system, every worker would be immediately and directly benefitted by each improvement.

In this respect, socialism would be preferable to the present system, because vested interests in the latter always hinder, just as much as they are able, the introduction of anything superior to that which already is. A board of examiners would certainly not have a monetary interest in any particular invention, which cannot be said of a competitive system fully grown, which ours is not yet, and is accordingly not at its worst. I must disagree with Mr. Borland in his opinion that "personal profit" is the natural impulse to invention. A poet makes poetry, first of all because he likes to, and were it not for an unnatural state of industry, that is to say, a system of industry that has lagged behind while other elements of social life have evolved, compelling the prostitution of

his inspiration to money getting, it would ever remain in its pristine purity, uncontaminated by lower and foreign influences. So with the singer, the painter, the inventor and all genius of any particular bent. The present has been untruthfully called the age of invention. That age, only

dimly foreshadowed now, will, in reality, only begin with the advent of the new social order.

It would make this letter too long for general reading to make an exhaustive review of that portion of Mr. Borland's article wherein he deals with literature in the social state. Perhaps it may be done at another time.

OUR NEW YORK LETTER.

The New Year was ushered in with us by a most characteristic incident, which serves fairly to illustrate the extent to which has grown the sense of proprietorship among the select, the few who expect to dominate the citizens of New York by virtue of their ownership of the land on which the city is built. For perhaps two centuries past it has been the custom to celebrate the birth of the year by ringing the chimes of old Trinity at midnight, and as the city grew the number of listeners who gathered in front of the venerable church at that hour, grew with it to a mighty throng. Another time-honored custom in New York, more, perhaps, than in other parts of the country, has been to greet the New Year by making a noise, so that what with the blowing of whistles, the ringing of bells and tooting of horns, the din for a good quarter of an hour is fairly deafening; and as the watchers in front of the church all have their horns and rattles, the same as the watchers in any other spot, the racket which they made as their numbers swelled in later years, has pretty nearly drowned the chimes. That this result was to be regretted, cannot be denied, just as it must be admitted that its cause is essentially barbaric; but it was a harmless kind of barbarism at worst, so long as it did not really annoy quieter citizens; and it is hard to conceive of a place where it would annoy anyone less than the vicinity of the old church, where there are nothing but office buildings nowadays, whose janitor residents have never raised a word of protest. It has always been a perfectly respectable crowd which has assembled there, with this excuse for a frolic, and there really seems to be no reason why these celebrants should not have enjoyed it in the way which suited them best.

But the rector of Trinity, Dr. Dix, is a particularly pompous, narrow-minded type of his class, and he suddenly took it into his head that it involved gross disrespect to himself and the business corporation at whose head he stands—for Trinity has become that before it is anything else—that the fun-loving New Yorkers should not stand in such meek reverence before his chimes as might be expected from the subservient villa-

gers of an English cathedral town. And so he issued his edict that the chimes should not ring unless, indeed, perfect quiet were ensured by the police, and when Police Superintendent Byrnes sent him only a verbal assurance that he would have the ordinances enforced against disturbances for this purpose, instead of paying due deference by a written note, the reverend Doctor took umbrage at this—for was not a mere police superintendent, the appointee of vulgar officers elected by the common people, an inferior personage to the representative of one of the greatest landlords in the city, whose servants these people really were? Superintendent Byrnes was anxious to have the ringing of the chimes kept up, for there was a widespread public demand for it, out of the sentiment which clings to old customs, and so he sent assistants several times to the Doctor to know if the latter would revoke his orders on the police guarantee; there being otherwise no particular reason why the tacit suspension of the noise ordinance at that especial time should be varied from; but he very properly declined to humble himself to the Doctor's terms as to the exact manner in which the assurance was to be given, and the Doctor being in the sulks, the chimes were not rung, though the crowd was there and had its fun all the same.

When it is considered that Trinity is a corporation which has grown enormously rich out of its real estate holdings, the management of which is the chief concern of the clique of rich men in whose hands the corporation is vested, and who are shrewdly suspected—since they are subject to no public scrutiny whatever—to derive more or less personal benefit in the allotment of leases, it is not hard to deduce the conclusion that instead of the church owning the public street in front of it and the right to dictate how citizens should behave there, the crowd were really the rightful owners of the chimes, since it was the proceeds of their labor, taken from them as toll for the use of New York soil, which had placed the bells in the steeple, and was maintaining them and the rector as well. Yet so deeply are we engrafted with the idea that some men have a right to live off of other men, that this view of the true situation

does not seem to have generally presented itself. The fact is, that there is a class of hereditary handowners here, more highly developed probably than anywhere else in the country, who are often very pleasant people personally—except that there seems to be a subtle virus about the source of their incomes which leads to stinginess and narrowness, but who have become thoroughly imbued with the idea that they constitute a superior class of beings.

All this superstition of superiority which attaches to special privilege, is apt to receive a rude shock from the kind of discussion now going on in Congress over the tariff question—in most refreshing contrast, by the way, to the meaningless debates that we have been accustomed to hear from there. The old fashioned tariff reformers, who were satisfied to regulate trade and industry, provided they could do the regulating and not someone else, the old-fashioned free traders who saw no further than a blind admiration of the British revenue system, have been brushed aside as the men came to the front who really believe in giving the people what they (the people) have said they want.

If it were not for the tiresome Hawaiian question, the news of the day would really have live interest, indeed; and the amount of space given to that question in the papers is probably chiefly due to the mania which possesses the journalistic mind for diplomatic topics, so far in excess of the real public interest taken in them. Perhaps the funniest instance of this was the frothing on editorial pages at the effective blocking of newsgatherers from anticipating the latest advices by the dispatch boat Corwin. This assumption of infallibility and consequent divine right to subordinate all other interests to those of the newspapers, would not be quite so offensive if it were not for the lamentable ignorance occasionally displayed by these public mentors on commonplace topics; a conspicuous instance of which, by the way, was recently shown by a New York reporter in commenting on the cable line recently put in operation on Broadway. The cars of this line are very much better equipped than any other means of transit that we have here, among other improvements being the introduction in place of the antiquated lamps which the elevated road still affects, of the Pintsch lights; and these lights, in use more or less on nearly every railroad running out of the city, our sapient reporter described as "some new kind of gas."

Still another example of the disposition of the average New York paper to run the universe has been displayed in the recent course of the *World*,

which, because it jumped over to Cleveland's side when he was on the point of winning the nomination, has ever since assumed the prerogative to dictate the action of the administration, and has latterly taken into its head that it would afford a pleasing novelty to its readers to strike out on a new line anent the Hawaiian issue and now and then to violently pitch into certain of the nominations for office, the latest being that of Hornblower for the supreme court. Whatever may have been the qualifications of that gentleman for such an office, and however one may feel as to the president who selected him, the immediate reasons for his defeat in the senate certainly constitute another grave menace to our system of government, and it may easily become a grave question whether as preliminary to lasting reforms, it may not become necessary to "mend or end" our American House of Lords. At this writing it is too early to guess what attitude will be assumed on the substitute nomination of Mr. Peckham, but if this, too, should be rejected, it will simply serve to emphasize the arrogance with which a body of men, not one of whom is chosen by the people and many of whom owe their seats to political methods of the most questionable sort, have assumed to parcel out among them the public offices and to interfere with all legislation which does not suit their personal interests.

Among local questions, the only thing especially on hand is the periodical enforcement of our Sunday liquor law. That the influence of humbug should still be strong enough to maintain such a law in existence, is a little remarkable, and it is encouraging to find that contempt for this particular species of sham is spreading quite rapidly; but we have not wholly got rid of the silly notion that men can be made moral by legislation, or of that more despicable feeling which corresponds with an obsolete standard of morality by keeping on the statute books a law which is not intended to be enforced. Nine-tenths of the people of New York do not believe in having the saloons closed on Sunday, but a great many of them pretend they do, and so there still exists a law which is a perfect dead letter, except when the saloonkeepers continue to close up, either to force a reaction or to hoodwink the fanatics who really do want them closed and insist on imposing their views on the majority of the community, and just now we are having one of these experiences. In the long run, there is no less liquor drank on Sunday, but the fetish of humbug is propitiated, and as attempts to interfere with natural tendencies always meet with retribution of some kind or another, a great stimulus is given to the opportunities for blackmail.

EDW. I. SHRIVER.

COPIED.

ARE THE BROTHERHOODS A FAILURE?

BY W. S. CARTER, IN LOCOMOTIVE FIREMEN'S MAGAZINE.

While rival organizations are in the field, men will of necessity be led into hostile camps; prejudices will assert themselves; envies and jealousies will prevail and do their deadly work, and all these influences will combine to prevent a perfect unification of the craft such as is necessary to protect their rights and interests and secure for them that degree of consideration at the hands of their employers to which they are so justly entitled.—*George W. Howard (Vice-President of the American Railway Union).*

That there is a degree of restlessness, a yearning for something new, within the ranks of railway labor organizations, is apparent to casual observers of current events. Existing organizations have not yielded the harvest that some had hoped for, and from many localities come urgent demands for a change, for a new organization, one that possesses none of the defects peculiar to the brotherhoods, and one that will give immediate and permanent relief to our diseased social condition.

Subordinate lodges of the Brotherhood of Locomotive Firemen have received within the past few months numerous circulars, in pamphlet form, purporting to set forth the "principles of the American Railway Union," an organization now being instituted for the purpose of filling all requirements of those who are not satisfied with the present railway labor organizations. This circular is issued over the signatures of Eugene V. Debs, President, and S. Keliher, Secretary, which gives to the document more than ordinary interest, inasmuch as each of these gentlemen is quite prominently connected with other existing organizations and is favorably known to all organized labor. George W. Howard, ex-Grand Chief Conductor of the Brotherhood of Railway Conductors is the Vice-President of this new order, adding strength by his prominence and popularity in labor circles. This trio of officials is of itself sufficient to draw to the American Railway Union the support of their many admirers.

The circular referred to dwells at length upon the merits of the American Railway Union, but the larger portion of the document, in the language of the president and secretary, "points out with unerring certainty the defects and demonstrates the inefficiency of the organizations as they now exist." That the president and secretary have implicit faith in their new order and none whatever in the organizations as they now exist, is evident upon the first reading. They arraign existing organizations as defective and ineffi-

cient in eleven special features, and "the reforms sought to be inaugurated and the benefits to be derived" from the American Railway Union, are set forth in six paragraphs.

The fact that the Brotherhood of Locomotive Firemen is one of the most prominent of existing organizations, and that I am an ardent admirer of the firemen's order, has led me to attempt in this article a defense of some of the "defects" which have been so severely criticised in this manifesto. It is not my intention to question the sincerity of these gentlemen; I believe them to be earnest in their endeavor to find remedial measures for the present distressed condition of labor, but it is my intention to demonstrate, that some of the defects which they enumerate are, in fact, desirable attributes. My admiration for Messrs. Debs and Howard will be apparent when it is seen how copious are the quotations from the writings and words of these eminent labor leaders.

The circular introduces the discussion as follows:

In the creation of a new organization of railway employes, certain reasons prompting the movement are demanded and should be set forth with becoming candor.

The number of railway employes now in service of the railroads of America has been variously estimated from 800,000 to 1,000,000. It is safe to assume that this vast army of employes is at the present time not less than 1,000,000.

Accepting the highest claims of the various railroad organizations as a basis of calculation, less than 150,000 of these employes are members of such organizations, leaving more than 800,000 who are not enrolled in the ranks of organized labor. * * * * *

Experience, the great teacher, whose lessons sooner or later must be heeded, points out with unerring certainty the defects and demonstrates the inefficiency of organizations as they now exist.

First. They do not provide for all classes of employes, it being shown that 850,000 of them, or eighty-five per cent. of the whole number, remain unorganized. These may be divided into three general classes: (1) those who are eligible but decline to join; (2) those who have been expelled because of their inability or refusal to bear the financial burdens which membership imposes, and (3) the multiplied thousands in various departments of the service who are totally ineligible, there being no provision for their admission. *

It would seem from the introduction to the prospectus of the American Railway Union that the principal reason for instituting a new organization is that organizations as they now exist do not provide for all classes of employes. Will this state-

ment bear the light of investigation? Is it not a fact that the Knights of Labor provide especially for "the multiplied thousands in various departments of the service" who are ineligible for membership in organizations that have no provisions for their admission?

Do the president and secretary forget that the Knights of Labor have made especial provision for these classes of employees by instituting "railway district assemblies?" These employees are now thoroughly organized upon the Union Pacific Railway, they were becoming rapidly organized upon the New York Central when a strike was precipitated which resulted disastrously to the Knights of Labor, and the president of that railway, Chauncey (Mephistopheles) Depew, was severely and justly criticised by *The Locomotive Firemen's Magazine* for the war of extermination waged by him against those employees who desired to "march under union banners in the great struggle for the triumph of union principles."

Railway district assemblies of the Knights of Labor are composed entirely of railway employees, having no connection with other assemblies, except the moral and financial support, ever ready, and the same chief executive, T. V. Powderly. It may be said that like all other existing organizations, the railway assemblies of the Knights of Labor have defects, but not the defect specified in the *first* charge. The statement, "they do not provide for all classes of employees" is not proved, in fact, the assertion is untrue. The president of the American Railway Union once said:

It is a fact, well understood, that the organization of the Knights of Labor, by virtue of its system of "mixed" assemblies, is in shape to organize the various classes of railway employees. If that great order should seriously consider the question of federation with other organizations of railway employees, we do not doubt that a satisfactory plan could be formulated.

If the first reason for creating a new organization is because no organization "provides for all classes of employees," then it is no reason at all, according to the president's own statements.

The (2nd) clause in the *first* defect assigns as a reason for the advent of the American Railway Union that existing organizations have expelled many members "because of their inability or refusal to bear the financial burdens which membership imposes" in existing organizations. A strike is the heaviest financial burden that members of existing organizations are called upon to bear; all others are trivial when compared to the large and oft-repeated assessments levied for the purpose of conducting a prolonged strike. The expense of insurance can hardly be called a burden it is a self-imposed expense and is voluntar-

ily accepted by nearly all members of the Brotherhood of Locomotive Firemen. Does the American Railway Union seek a membership that is "unable or refuse to bear the financial burdens" of a strike?

The circular says "less than 150,000 of these employees are members" of existing organizations. Taking this statement as correct it demonstrates conclusively that there is no reason prompting the creation of a new organization to represent those employees engaged in train service, as nearly all of this 150,000 are employed in the transportation departments. According to estimates furnished by existing organizations, there are now enrolled under union banners the following employees in the train service:

Brotherhood of Locomotive Engineers.....	35,000
Brotherhood of Railroad Trainmen.....	30,000
Brotherhood of Locomotive Firemen.....	28,000
Order of Railway Conductors.....	20,000
Order of Railway Telegraphers.....	20,000
Switchmen's Mutual Aid Association.....	8,000
Total.....	141,000

The inter-state commerce commission reports less than 200,000 employees in the train service in the United States, which proves that these classes of employees are already well organized and stand in no need of a new organization.

The greatest objection to the creation of a new organization for railway employees in the train service is the rivalry which will immediately spring up between the old and the new. The American Railway Union has already thrown down the gauntlet and accuses all other railway organizations of being defective and points out reasons why employees should prefer the former. But after giving eleven reasons why existing organizations are failures it complacently sends greetings to them. After accusing the brotherhoods of being undesirable organizations for railway employees to affiliate with, after a terrible arraignment of them, it coolly "comes with a message of greeting and good cheer to all organizations." This reminds me of the member from the north of Ireland who, after having been reprimanded by the chair for using personalities in addressing the house, arose and said of another member who had just spoken: "In replying to the eminent gentleman I will say that he is a dirty blackguard and a disgrace to the mother who bore him, but I would have this honorable body to understand that I mean to indulge in no personalities toward my esteemed friend and countryman, for whom I have the most fraternal feelings."

The quotation at the head of this article is from a paper submitted to the third annual convention of the Brotherhood of Railway Conductors by

their Grand Chief Conductor, George W. Howard, and shows what he thinks of rival organizations.

When one organization attempts to occupy a field of labor already occupied by another organization, a bitter struggle is certain to follow in which the employer rather than employe has cause to applaud. The "Northwestern affair" was but the natural result of such a situation. Those members of the Brotherhood of Railroad Brakemen whose ambition led them to seek switchmen as members, are the true originators of that trouble. The Switchmen's Mutual Aid Association lays claim upon switchmen, as does the Brotherhood of Locomotive Firemen upon firemen, and with equal propriety.

Only a year ago the Brotherhood of Railway Employees, an organization, to all intents and purposes, the same as the American Railway Union, was organized upon the Atlantic & Pacific Railway. Before its birth had become known abroad it became involved in a struggle with existing organizations and the railway company which resulted in a strike. The new organization suffered defeat and became practically defunct, but members of existing organizations in that vicinity are called scabs by the members of the Brotherhood of Railway Employees. Should the American Railway Union ever desire to secure contracts or schedules of pay in the interest of the engineers, firemen, etc., who have seen fit to enlist in its ranks, their committees will experience many hardships in securing these privileges. The officials will probably say: "Gentlemen, we would be pleased to grant your requests, but we already have contracts with our engineers and firemen and have heard no complaint from them. We are honor bound to respect the existing contracts with the brotherhoods, and therefore must positively decline to grant your request." In a situation like this what would the American Railway Union do?

In the struggles for supremacy between rival organizations the interests of labor instead of being advanced are obscured; fraternal feelings are supplanted by hatred and fanaticism, one of the results of which is that modern monstrosity, the exhonored scab.

One high and holy purpose should animate all, that of increasing the efficiency of organizations already established, and of bringing all workingmen who are standing aloof from organizations under their beneficent influence.—*Eugene V. Debs (President of the American Railway Union).*

To quote in their entirety all of the defects of organizations as they now exist, pointed out by the circular issued by the American Railway

Union, would require too much space in the *Magazine*, so I shall quote in an abbreviated form and condense my defense as much as possible.

The circular proceeds:

Second. The existing organizations, designed to promote and preserve harmonious relations between employer and employe, have met with only limited success, if, indeed, it can be shown that any progress has been made in that direction.

That the Brotherhood of Locomotive Firemen has not been instrumental in promoting "harmonious relations between employer and employe," is a fallacious statement. Our brotherhood, and, the same can be said of other similar organizations, has done more to promote harmony than have all organizations with "mixed" membership combined. It has made of the "common coal shoveler" of the past, whose likes or dislikes were of no concern to employers, a self-reliant and respected fireman. The evolution has been complete. During the early days of our brotherhood firemen were ignored if not despised by railway officials; hounded and discharged when it became known that they dared to affiliate with a labor organization. To-day firemen and their representative committees are received in general managers' offices throughout the land with friendliness and respect. The Brotherhood of Locomotive Firemen has taught railway officials that the class it represents is upright and reliable, are men worthy of their confidence, men who will perform their duty and do it as men should. One of the principles of the Brotherhood of Locomotive Firemen is "the interests of our members and their employes being identical, we recognize the necessity of co-operation, and it is the aim of the brotherhood to cultivate a spirit of harmony between them upon a basis of mutual justice." That our brotherhood has accomplished its aim, has hit the mark, is evident to all who have any inclination to give our order credit due.

Of course the Brotherhood of Locomotive Firemen has had trouble; has encountered storms which strained every timber in her structure, but we have weathered these storms and are not men to fall upon our faces and weep with despair because all has not been fair weather. That our brotherhood has, upon more than one occasion, fought railway officials to the very hilt, fought when manhood demanded it, when to protect our membership from injury and insult a fight was imperative, no one will deny. Is it of this that the American Railway Union complains?

The *third* defect in existing organizations is as follows:

Third. What must be said of organizations which have failed to establish friendship and good

will even among themselves? From the first there have existed antagonisms and jealousies culminating in warring factions instead of a harmonious whole. Organization has been pitted against organization, bringing upon themselves not only disaster but lasting reproach.

Does the American Railway Union propose to remedy this evil by springing into the ring, ready to meet all comers in a fight to a finish with champions of the past? No, no! The Union "comes with a message of greeting and good cheer to all organizations." If this circular, which they send broadcast over the land, is that "message," it is most uncheerful to those who have hugged to their breasts the vain delusion that we should be proud of our brotherhood. If we had but realized, ere this, that our brotherhood, that institution of which we have been so proud, whose beauties we have ever been prone to exhibit with pride, if we had but known that, in the eyes of others, it was defective and inefficient, what humiliating, mortifying heart-burnings could have been avoided.

The lack of harmony between labor organizations can be ascribed to three causes: (1) personal ill-feeling between representative grand officers; (2) "mixed" organizations, infringing upon class organizations, and (3) trivial incidents that will arise just as long as "man's inhumanity to man" is a characteristic of Adam's progeny.

As long as representatives of labor organizations wage inky battles through the columns of their representative publications, there will be a lack of "friendship and good will even among themselves." Do the representatives of the American Railway Union propose to avoid this cause of fratricidal warfare? The Brotherhood of Locomotive Firemen must plead guilty of this offense, and I must confess that, at present, the outlook is gloomy in the extreme for an improvement in this direction.

This manifesto continues:

Fourth. Protection is a cardinal virtue of the present organizations; but they do not protect. *

When the American Railway Union succeeds in securing contracts and schedules of wages, more numerous and effective than those now in force which have been obtained by the present organizations upon nearly every railway system of importance, then it can consistently criticize. What protection has the American Railway Union for its members?

Fifth. It is universally conceded that one of the most serious objections to existing organizations is their excessive cost. * * *

Sixth. Another defect in existing organizations is their secrecy, as for instance, the secret ballot, by virtue of which thousands of worthy applicants

have been excluded. The air of mystery surrounding their proceedings is not calculated to inspire confidence. On the contrary, in the relation between employer and employe, in carrying forward great enterprises in which the people at large are profoundly interested, mystery is not required, and is productive of suspicion and distrust. Open, fearless and above-board work is far more in consonance with the spirit of independence and free institutions.

The expense of organizations is self-imposed, and can be reduced at the will of their members. The objection to the secret ballot is well taken, but when it is proposed to conduct an organization without "secret work," it will not stand. Even the mutual insurance concerns depend upon their secrecy for their very existence, "guarding with care the pass-words and signs of the order." When employers attend our lodge meetings it will be embarrassing to employes to discuss any injustice that these employers may have perpetrated upon them.

Seventh. The tremendous power conferred upon chief officers has been a source of widespread dissatisfaction. * * *

Eighth. The subject of grievance committees has itself become a grievance that cries aloud for correction. * * *

Ninth. Organizations have become so numerous and their annual and biennial conventions occur so frequently that the question of furnishing free transportation to delegates, their families and their friends, is being seriously considered by railway officials as an abuse of privilege without a redeeming feature. * * *

There is no denying the fact these are undesirable conditions, but is the remedy to be found in establishing another organization? Will it make them less numerous? Will the American Railway Union succeed in suppressing grievances? Will the power conferred upon president and secretary be less than they have exercised in the existing organizations with which they are so prominently connected?

Tenth. The extraordinary fact cannot be overlooked, that while present organizations are provided with expensive striking and boycotting machinery, and while millions of dollars have been wrung from their members, have been expended in support of strikes, they have with scarcely an exception been overwhelmed with defeat. *

It cannot be denied that the policy of present organizations has filled the land with scabs who swarm in the highways and byways awaiting anxiously, eagerly the opportunity to gratify their revenge by taking positions vacated by strikers. *

We have had organizations that did not possess these defects, organizations that did not wring millions of dollars from their members to be expended in support of strikes. They never suffered overwhelming defeat because they never raised a hand in their own defense. A strike may be lost

and yet be a valuable object lesson. It is the fear of a strike that has secured justice, not the strike itself.

What particular "policy of present organizations has filled the land with scabs?" Before existing organizations had educated workingmen a scab was a most respected personage. He did not scab for revenge, he scabbed because it was customary to do so.

Will the American Railway Union succeed in converting these scabs to better men? I hope so, but I fear that with all the perfection claimed by the new order scabs will ever exist. Just as long as labor struggles to better its condition these human vultures will perch upon "the highways and byways," waiting an opportunity to devour the of-fal cast to them by tyrannical employers who never recognize the rights of employees.

Eleventh. The ever increasing body of idle engineers, conductors, etc., seeking in vain for employment, is the legitimate fruit of promotion on the seniority basis. * * * What is required is a system of promotion that recognizes and re-

wards merit rather than seniority. * * *

Which of the existing organizations is not in accord with the sentiments expressed by the officials of the American Railway Union? Firemen have repeatedly refused to accept in their contracts with railway companies clauses thrust upon them by officials which provided for promotion of firemen to the exclusion of engineers. All that firemen ask is an equitable adjustment of the question.

With the eleventh clause ends the chapter of defects in this circular issued by the president and secretary of the American Railway Union, the remaining pages being devoted to the merits of the new order. The objects to be obtained are the same as in existing organizations, the method of procedure being different. It is not the object of this article to parade the defects of the new order and enlarge upon them. I only intend to defend the brotherhoods from attacks, and will continue the subject in other chapters and leave it to organized labor at large to answer the question. "Are the Brotherhoods a Failure."

The Bravest Battle.

TO "MIRIAM."

The bravest battle that ever was fought,
 Shall I tell you where and when?
 On the maps of the world you will find it not,
 'Twas fought by the mothers of men.
 Nay, not with cannon or battle shot,
 With a sword or nobler pen;
 Nay, not with the eloquent word or thought,
 From the mouths of wonderful men.
 But deep in a walled-up woman's heart—
 Of woman that would not yield,
 But bravely, silently bore her part—
 Lo! there is that battle field.
 No marshaling troop, no bivouac song,
 No banners to gleam and wave!
 But oh, these battles they last so long—
 From babyhood to the grave.
 Yet faithful still as a bridge of stars,
 She fights in her walled-up town—
 Fights on and on in the endless wars;
 Then silent, unseen—goes down.
 Oh ye with banners and battle-shot
 And soldiers to shout and praise!
 I tell you the kingliest victories fought
 Are fought in these silent ways.
 O spotless woman in a world of shame!
 With splendid and silent scorn,
 Go back to God, as white as you came,
 The kingliest warrior born!

—Joaquin Miller.

The dispatch sent out from Wilkesbarre Monday, and which appeared in the papers yesterday, to the effect that the officials of the Lehigh Valley Railroad company had adopted the policy of discharging locomotive engineers for no other alleged reason than that they are over forty-five years of age, seems incredible. If it is true, then the Lehigh Valley officials have only added another to their numerous blunders, which will return to plague that corporation in the near future. To the average outsider this order has every appearance of a violation of the terms of the compact on which the late strike was ended. It may not be a violation of the letter, but certainly of the spirit of the compact. President Wilber pledged himself not to discriminate against former employees on account of their participation in the strike, nor because of their membership in the brotherhoods, but he did not pledge himself not to discriminate against them on other grounds, however trivial.

* * * * *

The truth of the matter doubtless is, that prominent among the promoters of the late strike, were certain engineers whom the company officials wanted to discharge. They could not do so without violating the letter of the contract into which President Wilber had entered. To surmount the difficulty someone conceived the idea embodied in the order above referred to. It is inconceivable not only in its short-sighted stupidity, but also in its innate meanness. The Lehigh Valley is a most unfortunate corporation. Small souls are intrusted with its management, and it will be a marvel if, under such conditions, it regains its lost prestige and popularity.—*Scranton "Republican."*



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E. E. CLARK and WM. P. DANIELS, MANAGERS.

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THE "CLOVER LEAF" CASE.

Judge Emory Speer, in his decision in the case of the B. of L. E. vs. C. R. R. & B. Co., of Ga., said:

Organized labor, when injustice has been done or threatened to its membership, will find its useful and valuable mission in presenting to the courts of the country a strong and resolute protest and a petition for redress against unlawful trusts and combinations which would do unlawful wrong to it. Its membership need not doubt that their counsel will be heard, nor that speedy and exact justice will be administered wherever the courts have jurisdiction. It will follow, therefore, that in all such controversies, that it will be competent, as we have done in this case, for the courts to preserve the present rights of the operatives to spare them hardship, and at the same time to spare to the public the unmerited hardship which it has suffered from such conflicts in the past. It will be also found that by such methods organized labor will be spared much of the antagonism which it now encounters, and in its appeal to the courts it will have the sympathy of thousands, where in its strikes it has their opposition and resentment.

We earnestly hope that this may prove to be true. That an injustice has been done the employees of the T. St. L. & K. C. Ry. in the radical reductions which have been made in their rate of pay cannot be denied. These employees decided to apply to the courts for relief, believing their cause to be so just as to insure their success. The result of their efforts will go far toward convincing many as to whether or not the working man can expect that "speedy and exact justice will be administered," as prophesied by Judge Speer.

Under the operation of this road by its stockholders a schedule of pay was agreed upon by

the management and the men, which was satisfactory and, as compared with their neighbors, fair to both men and company. After a receiver was appointed by the court to take charge of the road, he abrogated the old schedule and met a committee from his employes and agreed upon an amended schedule, which was signed by A. L. Mills, general superintendent, for the receiver June 23, 1893. A few months later this schedule was abrogated by the receiver and large reductions were made in the pay of the men, to an extent which prevented them from earning even a fair living. After exhausting all efforts to secure a satisfactory adjustment of the matter with the receiver by argument, the men employed Judge J. C. Suit, of Frankfort, Ind., as counsel, and appealed to the courts. The following extracts from his plea to the court for a fair hearing will serve to argue the case of the employes as well or better than anything else that might be said:

In this case no boycott or strike has been resorted to—none threatened. * * * That the court has full, ample and complete jurisdiction of the matter in controversy, will not, I apprehend, be questioned. The only question, then, to determine is, have the petitioners presented to the court a matter of sufficient importance to warrant the exercise of the judicial function? It is a matter of bread to them and their families. More! It is a question of honor with them, because liabilities have been incurred upon the strength of the contract made with the Receiver, which it is their honorable duty to discharge. They have entered into a written contract with this court, for the Receiver and his subordinates are but officers of the court, to do and perform certain things stipulated therein, for which they have been therein promised certain fixed and as-

certained compensation. They entered upon the discharge of those duties and have faithfully and efficiently performed, and are still so performing them. The contract is mutual. It is binding alike upon both the parties thereto. The service is to be rendered by both the Receiver and the petitioners for the benefit of the owners of the property. But may I be pardoned if I dare say that the Court's Receiver and his learned counsel have mistaken, misconceived or ignored the purpose—spirit of the law under which the contractual relationship between these people exists. Now comes the question of what is just and equitable to the men who perform the labor under the schedule and contract of June 23d, 1893, whereby the money is earned to pay even the Receiver himself, as well as to discharge all the financial obligations imposed upon this property, seems never to have entered their minds. It is *not*, I assert, and in this, beseech a square decision by the court, the true measure of what is just to determine the value of the services rendered by these people to the Receiver; but the true test and equitable measure of what is just, is, to inquire, to ascertain, what is the *proper return to the individual who renders the service*. If the service is well rendered, if it is efficient, the question then is, what is it worth to him who performs it; not what profit is it to the employer, but what has the employe done? What was it worth to him who did it? This is the true, the only measure of what is just, as declared and determined always and everywhere that the question arose. * * * There is no contention here that the petitioners are not rendering efficient service; nor that the service so rendered is not of the full value agreed to be paid; but, it is claimed, and the schedule of wages and time agreed upon is sought to be abrogated, because the management of this property is unable to report any profit to the owners thereof. In other words, it is so managed that the earnings have decreased, not because our service is less efficient, or our work not equally needful, but on account of causes for which we are in no wise responsible and did not bring about. Then, again, this contract was made after the Receiver was appointed by the Court—June 23—and if our work was of the value therein stated, then it is of equal value now, when more hours of work and harder service is imposed. If the Court would expect us to keep in good faith our part of the contract, why may we not expect of the Court's Receiver like good faith?

The analogous decision of the judge in the Northern Pacific railroad case, made last week, is fraught with great danger to the peace, and is a menace to the good will of the people. The idea of giving recognition to a plea for a reduction of the wages of the smoke begrimed toiler at \$1.25 per day, when in the same breath the three receivers who recommend it ask for an increase of their own salary to \$18,000 per year each, is so monstrous that every emotion of one's soul is stirred with indignation at the men who make such a proposition, and we stand with bated breath lest so unholy a proposition might be tolerated. No wonder the bondholders ask for the removal of the three cormorants. It will be claimed by Mr. Callaway's general superintendent that the new schedule he proposes to give is equitable and just; it will make also but little change in the June schedule to one who is not a practical railroad man, but your petitioners claim that it is absolutely ruinous to them, and ask but the poor privilege of being permitted to demonstrate it by irrefragable testimony. * * * We are working for the Court under men appointed by the Court; are amenable to the Court, as it judicially advises us, if we combine to quit its service. Then, if such be the case, why shall we not have the same privilege of coming in the court and presenting our grievances and having them, if proven to be well founded, speedily redressed? * * * We do not believe justice will be done us if we are denied a hearing—if the cause shall be determined upon the negative answer of the Receiver; but that it shall be an absolute denial of justice if we are not given an opportunity to prove, as we confidently assert we can do, every material allegation in our petition, and assuming that the answer of the Receiver will be substantially the same as was filed by him with Judge Woods at Indianapolis, we declare our ability to disprove every allegation therein not consistent with our petition.

The vexatious delays usually attendant upon the action of courts have been encountered, but we anticipate a favorable ruling, as we fail to see how any decision, based in equity and delivered by a fair minded man, could be other than favorable to the men. The case is before Judge Ricks, of the United States district court, at Cleveland, Ohio.

A REFORM IN PROGRESS.

For some years past much of the best thought among progressive railroad men has been given to the grade crossing and to the discovery of some plan that will do away with the dangers attending it without working too great a hardship upon the companies most in interest. This question has been pressed home upon the managers of those roads centering in the large cities with especial force and they have foreseen from the first that their best interests, as well as those of the public, demanded the ultimate removal of this

constant menace to the life and limb of all passers-by. Naturally, however, they have sought to bring about the necessary changes in such a way as to protect the property in their charge as much as possible, while the pressure from the other side has, in a great measure, ignored the railroad interests. This has brought about an apparent warfare between the two interests, and apparently but little has been accomplished beyond an almost endless discussion pro. and con. This discussion has borne fruit.

however, and already some good work has been done in the direction of the much needed reform. Perhaps the greatest advance made in this direction has been made by Massachusetts. The law in that state allows the railroad commission to act as arbitrator in all cases of grade crossings brought before it either by a city or town or by the railroad companies. Through the action of this law nearly 100 grade crossings have been abolished in that state within a comparatively short time, in very many instances through an amicable agreement entered into between the towns and the companies in interest. Not the least significant feature of this work is the fact that out of the cases mentioned nearly half were brought up on the application of the railroads themselves, showing them to be ready to meet just measures half way. The Massachusetts law makes concession by allowing the commission to place the cost of changing upon the party to whom it belongs by right, or to divide it between the company and the town benefitted, should equity so demand. This probably accounts for the ready reception given the measure

under consideration and the good results following its application.

The New York commission has also joined in the decision that "the best interests of both the public and the companies will be subserved by the ultimate abolition of these dangerous crossings," and is now endeavoring to work out some plan by which it may be done without injustice or hardship. The Massachusetts plan is said to have found favor with the members of the Empire State commission, and many of its more important features will probably be incorporated in the bill as it will be presented by them to the legislature. It is to be hoped that some just solution for this problem will soon be found. Once found it will soon become general law, as neither the roads nor the public will oppose a measure fair in its purpose and containing safeguards sufficient to protect the interests of both. In the mean time, it will be well to remember that the reform is still in its experimental stages and considerable time must elapse before a thoroughly satisfactory scheme can be evolved.

IMPEACHMENT THE ONLY REMEDY.

Judge Jenkins, sitting on the federal bench for the eastern district of Wisconsin, at the request of the receivers of the Northern Pacific Railway, issued an injunction which is a very remarkable document, issued under very remarkable circumstances. The receivers decided to reduce the compensation of the men employed by them in the transportation and other departments, and applied to the court for permission to abrogate the old schedules of pay and rules, and to put into effect new ones. This permission was given and an order of the court to that effect issued. This was shortly followed by the injunction above referred to. Officers of "so-called labor organizations," "employees of the receivers," "and all persons generally, whether employees of the receivers of the Northern Pacific Railroad or not;" "All persons, associations and combinations, voluntary, or otherwise," "and all persons generally" are restrained "from interfering with, or obstructing in any wise, the operation of the railroad, or any portion thereof;" "from combining and conspiring to quit, with or without notice, the service of said receivers," "and from so quitting the service of the said receivers with or without notice, as to cripple the property, or prevent, or hinder the operation of said railroad" "until the further order of the court;" "and from ordering, recommending, approving or advising others to quit the service of the receivers

of the Northern Pacific Railroad Company on January 1, 1894, or at any other time; and from ordering, recommending, advising or approving by communication, or instruction, or otherwise, the employees of said receivers, or any of them, or of said Northern Pacific Railroad Company, to join in a strike on January 1, 1894, or at any other time," "until the further order of this court."

There was no plausible reason for issuing any restraining order. The employees had not threatened or considered a strike. The aid of the organizations termed "so-called labor organizations," or that of their officers, had not been invoked. Positively no disposition to interfere with the operation of the road had been shown. A few reptiles in the form of man, craven cowards and perjurers, claimed to have overheard expressions of individuals made under seal of mutual obligation, which indicated a radical tendency. Such were the reports made to the company by these traitors who were employed as detectives, and on the strength of such reports from self-confessed Judases, the thirty pieces of silver were paid and an army of law-abiding honorable men were enjoined as above.

Since Judge Brewer in the Omaha bridge cases ruled that the powers of a court of equity are as broad as the necessities of the case or the interests involved may demand, there has been clearly evident in the rulings of the federal judges a dis-

position to rule in accord with their ideas or wishes without regard to statute. Most strained constructions have been put upon law and by a series of contortions and acrobatic feats the law has been made to "fit the crime." This is evidenced more particularly in the application of the Inter-State Commerce law. This law was passed for the purpose of regulating inter-state commerce; to prevent all the ills which, it was claimed, grew out of the system of "pooling" the business and earnings of competing lines of railway, and to prevent discrimination as between different cities, towns, localities, corporations, firms, or individuals. Under its provisions railway companies were to be required to treat all alike and no claims were made for the proposed law which were not in line with these. Congress enacted it, the Executive approved it, and an expensive commission has been maintained to enforce its provisions for some seven years. Has the discrimination complained of been stopped? Have the abuses been remedied? Has "pooling" been discontinued? No! We see the Presidents' Association openly forming a pool in defiance of the provisions of the law, and, except to serve as a ground upon which to base *ex parte* decisions made by federal judges, the law is to-day of little force or effect.

Will any one claim that the constructions placed upon the provisions of this law by Judges Ricks, Taft, Speer, and others, are such as the framers of the law foresaw or intended? Will any one claim that any of those who voted for the bill, thereby making it law, entertained for one moment the idea that within a short time it would be made—by unfair constructions and misapplication—to serve as a tower of strength to those same corporations whose methods were considered so unfair as to demand federal supervision?

It is truly said that precedents are dangerous things, and they are especially dangerous because there is always to be found the one who desires to "Out-Herod Herod." In the restraining order issued by Judge Jenkins truly is Herod put to shame. The Declaration of Independence, under which our government was born, asserts that "liberty" and the pursuit of happiness are "unalienable rights" of which all men are possessed. We who are native born have had those ideas woven into our very beings; they are as much a part of our faith as is the belief in Divinity. Throughout the civilized world our land is known as the land of the free. Yet, here we see a judge who is the direct representative of our glorious free government, restraining free and independent citizens from leaving a service, upon which

they voluntarily entered, and in which they have not agreed or contracted to remain any specified term, "with or without notice," "until the further order of this court." If this is good law, if this is equity, to what end or for what purpose did our country pass through the horrors of four years of civil war? If this is justice, reasoning by analogy or carrying it to its logical conclusion, it is equally just to restrain the employe from leaving the service "with or without notice" "until the further order of this court," even though the compensation be reduced to nothing, and even though others may seek his services under much more favorable conditions. If this is equity, law and justice, the chains of slavery are riveted onto these men as firmly as they ever were on the African slave or the Russian serf. If this precedent is allowed to stand, if this rash order is upheld by the higher courts, we may expect nothing but a rapid increase of the number placed under the ban, and the enjoyment of "liberty," so far as the working man is concerned, will be but an empty theory, while the "pursuit of happiness" will be less profitable than the chase of the rainbow. It will probably be claimed in support of the action that railway employes are public servants; that the public have rights which are entitled to respect, and on these accounts it is justifiable. If it is sought to justify it on these grounds it must, in all fairness, be admitted that the employes of hotels are public servants, and if an hotel is placed in charge of a receiver the same orders can be applied to them. Surely the public have no higher rights than the right to eat and to sleep. If the rights of the public are entitled to so much consideration and it is agreed that they have a right to eat, it is an infringement upon those rights for "the butcher, the baker, the candlestick-maker" to refuse or neglect to work at their several avocations, regardless of whether their so doing affords them any exercise of "liberty" or opportunity for the "pursuit of happiness." If it is law and equity for these conditions to attach to the employes of a receiver appointed by a United States court, it is but a step further—and it should be taken—to make them obtain in all walks of life, and it behooves us all to choose that path in which we desire to walk the balance of our days, or until such time as we are fortunate enough to hire, and not be hired.

We are not prepared, as yet, to believe that the ideas of Judge Jenkins will be embraced by any large number of our citizens. The in-born love of liberty and the spirit of fairness which dominate most of our representative citizens will rebel against the establishment of any

such conditions. We believe with Senator Hill that "The right to discharge and the right to quit must go hand in hand." How can this unprecedented and unwarranted assumption of authority, this unconstitutional and indecent attack upon the rights of citizenship best be checked and rebuked? We answer by impeachment. In this matter the personal rights and liberties of millions of our citizens, right here at

home, are attacked and jeopardized. Congress will fail in its duty if it does not give this question precedence over those of the rights of some 1,900 of our citizens who are located on a little island whose form of government is a matter of comparative indifference to the average American workingman. Smaller offenses than that committed by Judge Jenkins have led to the impeachment of federal judges, and we repeat, Judge Jenkins should be impeached.

A BILL

To prevent unauthorized persons from interfering with railroad trains carrying the United States mails by authority of the Postmaster-General or officers of the Post-Office Department.

Under this heading Mr. McMillan has introduced in the United States Senate the following, which is recommended by Superintendent White, and which was commented on in our January issue:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That if any person or persons acting in his or their own behalf, or as the agent or agents, or as a member or members, officer or officers, or as the representative or representatives of any organization or association shall delay, obstruct, or prevent the passage of any train on any railroad in the United States by which the mails are being transported, by order of the Post Office Department, the same having been designated by the Postmaster-General or his authorized agent or agents to carry the mails, for the purpose of aiding, encouraging, or contributing in any way to the success of a strike against any railroad company whose trains are designated as above, or for any unlawful or malicious purpose, shall be deemed guilty of an offense against the laws of the United States of America as represented in this Act, and, on conviction therefor, shall be punished by a fine of not less than fifty dollars nor more than five hundred dollars, and be imprisoned for not less than six months nor more than two years, for each offense: *Provided*, That the provisions of this Act shall not operate to protect any train on any railroad not designated to carry the United States mails, or any part of any such trains as may be added to said trains by the railroad company for the express purpose of bringing such added part under the protection of this Act.*

The ostensible purpose of this bill is one which leaves little room for criticism, but the real object that may be veiled thereunder should be carefully analyzed and the possibilities for further restriction of liberty among the masses, as a result of strained constructions that may be placed upon it, should be carefully watched and guarded against. If the bill means nothing more than to provide against forcible detention of regular mail trains, there is nothing in it with which we would

be disposed to take issue. Experience is a good as well as a dear teacher. The experience had with strained interpretations of law of late makes the workingmen suspicious, and this bill, in common with all others, should be so clear in its provisions as to admit of no possible misunderstanding.

First, we would question as to what shall constitute an offense under the provisions, "shall delay, obstruct or prevent the passage." If only forcible or violent interference, well and good; if declining to go out on such train when called upon to do so, is to be construed as an offense, we say, perish the bill. Under the conditions which govern the relations as between employer and employe, at the present time, we maintain that the right to quit individually or collectively is inalienable. In the proviso which is part of the bill it should be clearly stated that the train shall have been officially designated as a mail train by the proper officials of the government a reasonable time before the difficulty which may terminate in a strike, shall have commenced; otherwise, by collusion, every train could be so designated, and what appears to be the intent of the proviso would be defeated.

We are not aware that in any instance in the past during a strike sanctioned by an organization, any force has been exerted by the men to prevent the running of a mail train; on the contrary, the men have generally offered to haul and run the United States mail, but have not been allowed to do so without hauling other cars and business in the same train. The railway companies have always undertaken to protect other business with their contract to haul the mail and the protection which they hope to get from the government on that account.

The words, "For the express purpose of bringing such added part under the protection of this act," should be stricken out, as there can be no other object for adding to these trains in times of that kind, and the intent or "express purpose" cannot well be proven. The officers and members of the organizations of railway employes have now a healthy regard and respect for Uncle Sam, his law and his mails. It seems to us the mails are now sufficiently protected, and there is no necessity for the enactment of further law to be misconstrued and misapplied, thereby creating further friction.

A BILL

For the punishment of train-wrecking, introduced in the House of Representatives by Mr. Caldwell :

Be it enacted, etc., That any person or persons who willfully and maliciously displaces or removes a railway switch, cross-tie or rail, or injures a railroad track or bridge, or does or causes to be done an act whereby a locomotive, car, or train of cars, or any matter or thing appertaining thereto, is stopped, obstructed, or injured, with intent to rob or injure the person or property passing over any railroad engaged in interstate commerce, or engaged in transporting mail matter, and in consequence thereof a person is killed, shall be guilty of murder.

SEC. 2. That any person or persons who willfully and maliciously displaces or removes a railway switch, cross-tie or rail, or injures a railroad track or railroad bridge, or places an obstruction on such track or bridge, or unlawfully and maliciously displays, hides, or removes a signal or light upon or near to a railroad, or unlawfully and maliciously does or causes to be done anything with intent to rob or to injure a person or property passing over such railroad engaged in interstate commerce, or engaged in transporting mail matter, shall, on conviction, be imprisoned at hard labor not less than one nor more than twenty years.

SEC. 3. That any person or persons who unlawfully and maliciously throws or causes anything to be thrown or to fall into or upon or to strike against a railroad train, or an engine, tender, car, or truck with intent to rob or to injure a person or property on such train, engine, car, or truck engaged in interstate commerce, or engaged in transporting mail matter, shall, upon conviction, be imprisoned at hard labor not less than one year nor more than twenty years.

SEC. 4. That the circuit and district courts of the United States are hereby invested with full and concurrent jurisdiction of all causes or

crimes arising under any of the provisions of this act.

Here we have another case of a bill with a real object or purpose hidden behind what appears to be a very laudable purpose. Train wrecking for any purpose, or train robbing, should be made capital crimes, punishable as such. THE CONDUCTOR or those whom it represents have never advocated or believed in the commission of any unlawful act at any time, by any person, but we are disposed to criticise the disposition which undertakes to enact such indefinite and far-reaching provisions into law. Note the language in section 2. "Unlawfully and maliciously does or causes to be done *anything* with intent, etc." Who is to decide whether or not an error, common to mankind, is "malicious" or not? Who is to say what the "Intent" which prompts an act is? Under the provisions of section 3, a school boy, who in a spirit of fun shies a snow ball at a passing train, will, if the bill becomes law, be liable to imprisonment at hard labor. His intent may be anything but that claimed by the court or prosecution, but it can be held that he has violated the law and its majesty must be upheld. If this bill is aimed at train wrecking and robbing it should be so amended as to confine itself to those offenses. We ask only for fair laws plainly stated and honestly administered and the working men will not only abide by, but will respect, them and their framers. Our laws and their exponents have been brought into contempt enough of late; let us guard against any more misrepresentations by making them impossible of existence, remembering that the least governed are the best governed.

The magneto-telephone of the American Bell Telephone Company—the instrument commonly known as the "receiver"—became public property by the expiration of the patent covering it, on Jan. 30, last. It is said that this will give occasion for the formation of a number of powerful competitive companies who will at once commence the introduction of new instruments, and that, through this competition, telephone service will be made so cheap as to be within the reach of all who wish to use it. The Bell people claim that their other patents are general enough to shut out all opposition, but this would be a natural statement for them to make under the circumstances, and is generally so taken. Several competitive companies have been spoken of, but the only one to make anything like a formal announcement is that of a number of prominent Philadelphia capitalists, under the name of the Clamond

Telephone Company. It is said that a number of the officials of the Pennsylvania Railroad and the Philadelphia Traction Company are interested in this organization and propose to see it through, as they are abundantly able to do. According to the New York announcement they will introduce the instrument now used in London, Berlin and by the French government with the best results. The Bell company has become so strongly entrenched, however, that it is doubtful if anything can be done to benefit the public under several years. It is more probable that a series of legal fights will ensue, such as marked the telegraphic contests of several years ago, and that the result will be much the same.

The daily papers recently announced the introduction of a bill in the Iowa legislature making

train robbing and wrecking, and all similar crimes capital, and providing the death penalty for their commission. In so far as it applies strictly to its avowed purposes the measure will meet with very general approval. We have not been able to secure an authentic copy of the bill as yet, and cannot speak authoritatively as to its merits, but the state law-makers will be safe in making sure that no loop-hole is left in its wording for a construction to be forced, by a pliant court, entirely foreign to its design as shown in securing its enactment. Let the bill unequivocally state the ground it will be allowed to cover, and it may then safely receive legislative sanction.

The House of Representatives will do the country a real service if it takes up and carries to an unquestionable decision the case of Judge Jenkins, who, by injunction, interfered with and prevented a strike of Northern Pacific railroad employes and compelled cessation of the efforts of labor organization officials who were inciting those employes to quit work. The injunction was granted upon application of the receivers who are in charge of Northern Pacific affairs, and was for a while the subject of much comment. Now the trades unions are agitating the impeachment of Judge Jenkins, and the matter will almost surely occupy some of the attention of the House as soon as the Wilson bill is out of the way. If Judge Jenkins did the right and the legal thing the country should have the case made conspicuously plain; if he erred without malice he should be reprimanded; if he deliberately misused one of the law's greatest powers he should suffer prompt removal from the judicial office. A great principle is at stake.—*The Evening Star, Washington.*

It seems to be extremely difficult for the average newspaper writer to obtain a thorough understanding of the real and actual points and principles at issue in differences between the employes of a railroad company and their employers. We subscribe fully to the statement that "The House of Representatives will do the country a real service if it takes up and carries to an unquestionable decision the case of Judge Jenkins." That he, "By injunction interfered with and prevented a strike of Northern Pacific railroad employes and compelled cessation of the efforts of labor organization officials who were inciting those employes to quit work," is a very erroneous statement. No strike had been threatened by the employes, and the officers of the labor organizations were not then, or at any other time "inciting those employes to quit." The injunction in question was issued when there was no cause for the issuance

of any, much less one which assailed the rights of citizens, which are guaranteed to them by every star and every stripe on our beautiful "Star Spangled Banner." That in the issuance of this injunction the bounds of propriety and the authority of the judge were overstepped, is evidenced by the fact that Judge Caldwell eliminated all those features which proposed to restrain the men from leaving the service at will, or the officers of the organizations from performing their duties, before he would allow it issued in his district. How a man who has worked his way to the federal bench could have "erred" to this extent, is not, to us, at all clear. We believe it to be a case where "one of the law's greatest powers" has been "deliberately" and shamefully "misused."

"A great principle is at stake." Let the voice of the American people and their Congress be heard in no uncertain or unmistakable tones. Let us know if we are on the high road back to the conditions under which it was sought to have "bricks made without straw."

In nothing has the generous public spirit of the Baltimore & Ohio management been more markedly shown than in the gift, recently announced, of their magnificent World's Fair exhibit to the Field Columbian Museum, of Chicago. This gift includes all the models, specimens of old engines, costly drawings and other features which made their exhibit one of the most attractive portions of the great show. It is a princely donation, but no more than might have been expected from these generous and progressive gentlemen. Railroad men will be especially interested in this action, and will hope to see the other roads follow the lead thus taken until the proposed collection in Chicago is made a complete exposition of the wonderful growth America has given the "iron road."

If there is an act which inspires supreme and unadulterated contempt, it is the writing of anonymous letters, but when a cur who has not the courage or manhood to sign his name to his screed, accuses others of cowardice and asks that his communication be not treated as an anonymous letter, truly the depths of moral cowardice have been reached, and such a writer undoubtedly feels perfectly at home wallowing therein.

COMMENT.

Here is a quotation from the English Board of Trade reports for the month of November, 1893: "The principal changes in wages recorded during November are an advance, under the sliding scale, of $7\frac{1}{2}$ per cent to 90,000 coal miners in South Wales and Monmouth, dated from December 1, and 1s. per day to a considerable number of miners in the West of Scotland. Fife, Kinross and Clackmannan miners' wages were advanced $6\frac{1}{4}$ per cent from November 23, and a further $6\frac{1}{4}$ per cent has been promised from December 15. Mid and East Lothian miners' received 10 per cent advance on December 6. Iron and steel workers in the Midlands have also received an advance of $2\frac{1}{2}$ per cent under the sliding scale, and bedstead-workers' wages in Birmingham and district were increased 5 per cent from November 11. The only important reduction reported in wages has been among the Forest of Dean house-coal miners, their wages having receded, under the wages board, 15 per cent from December 2, making present rate the same as the old rates, i. e., those paid up to the date of the dispute." The number of employes in the different establishments reporting increase in wages aggregate 113,720, with nine establishments reporting increase without stating the number of employes affected; while those affected by a decrease in wages number but 4,180, with but four establishments not reporting the number of their employes.

* * *

What a contrast is this to the wage conditions prevailing in our own country during the same period! And this is England! The country whose industrial conditions have been held up to the gaze of American workingmen for years as everything iniquitous and much to be avoided. The British workingman has been pictured as little better than a serf, dragging out a weary, hopeless existence upon wages that barely answer to keep life in his starving body, and so deeply sunk in the degradation created by the industrial conditions surrounding him that it was quite hopeless for him to expect improvement. Comparisons innumerable have been drawn between English and American workingmen, always immensely favorable to the latter. I imagine that the millions of unemployed throughout this country would accept English industrial conditions as a sort of a godsend just about now. Contrast the iron puddlers in the Midlands iron district, who secured an advance of 3d. per ton (from 7s. 6d. to 7s. 9d.), from the first week in December of last year, with the highly protected

workmen employed by philanthropist Carnegie, who suffered a reduction of from 20 to 60 per cent about the same time.

* * *

It is about time that American workingmen refuse longer to be led by the arguments of the politicians and began to do something for themselves. Many excellent lessons may be learned from the experience of the English workingmen, one of which is that conditions may be vastly improved by united and intelligent political action. The condition of the English workers has been altered for the better through the action in parliament of such men as Hardie, Burns, Mann, and others, within the past few years to a greater extent than can properly be estimated, and it is simply idiotic for us, with our vastly superior political advantages, to refuse longer to profit by such object lessons as the English workingmen have furnished us. The great anxiety of the politicians to keep the labor unions out of politics was always a little too loudly expressed to be wholly disinterested, and if Gompers and Sovereign succeed in reconciling their differences and bringing the K. of L. and the A. F. L. into line for common action on political lines, as is now proposed, more will be accomplished in the next five years for the good of labor than has been accomplished in twenty years previous to this time. It is useless to deny the fact that the rights of labor are much more fully respected in England than here. It is extremely doubtful if any English court would dare to issue an order restraining a strike against a reduction of wages, as did Judge Jenkins, and it is quite certain that so extensive a strike as the great coal strike in England, which involved an army of 300,000 men, and which terminated in a victory for the men after four months of struggle, would not be permitted in this country without a pretext being found to call out the militia for the purpose of forcing the strikers into subjection, or murdering as many of them as might seem necessary to accomplish the object of putting an end to the strike.

* * *

And what miserable hypocrisy is contained in that transparent pretext of our politicians that they are legislating with the interests of the laboring man in their view. There are enough public building bills hung in congress, in connection with the public works already authorized, to put at least 50,000 men to work at good wages throughout the country and relieve, to that extent, the awful distress prevailing at this time.

But no steps are taken to set this work in motion; the government is hard up, and even the work that is authorized to be done is at a complete standstill. What matter that thousands of idle workmen are on the verge of starvation? It is not the government's duty to furnish work for them, and the public works throughout the country must wait upon the necessities of partisan advantage while our statesmen jangle over the tariff and repeat their well worn platitudes about the dignity of American labor. But how differently are the interests of the money lenders taken care of. Millions of idle dollars pile themselves up in the New York banks; workmen are starving; business is at a standstill; there is nothing for the dollars to do, and their owners are losing interest. That must not be. What matters it

that millions of workers are idle? That is of little consequence; but to have dollars idle! that is quite another matter; the dollars are of more consequence than the men, and must be earning their quota of interest. In this case the government promptly recognizes the situation and comes to the relief of the dollar owners with an issue of bonds. It pays interest for money that it does not need, and the money lender's income is assured while labor starves. Who is able longer to doubt that this is a government of dollars, whatever may be said to the contrary? Men cut no figure; but a few more object lessons like those of the past few months, and the men will be prepared to hurl a political thunderbolt into the camp of the dollar owners that will put an end to their rule. "B."

BORROWED OPINION.

If the information concerning the cause of the late Lehigh Valley strike which comes to us is correct, it would seem little short of a crime on the stockholders and public. It is said that when the committee of the employes called upon General Eastern Superintendent Rollin H. Wilbur to state the grievance which existed since last August, he brusquely waved them out of his office, and would hear nothing from them. Thereupon, turning to seek relief of the wrongs from the president of the corporation, the father of the general superintendent, they were politely told that he could do nothing for them—possibly on the ground that the father must sustain the action of the son. Then it was, and then only, that the committee called in the authorities of the federated unions.

It is entirely likely that if the committee had been received in decency and proper regard, there would have been no difficulty. If they had been allowed to state their grievances and received replies thereto, they would have felt at least that they had received proper treatment and that some consideration would be given to their complaints.

But turned away as they were, they felt the sting of their treatment, and like all spirited and independent men, took the only recourse that was left to them. A kind or considerate word would no doubt have met the occasion.

The result of this kind of action has been enormous in its proportions. The railroad company has lost at least a million of dollars in destroyed business, engines and rolling stock generally. And the end is not yet. For every day thousands of dollars are added to the damages in the shape of wrecks.

The Lehigh Valley railroad is crippled to an extent never before known; and the management, instead of carrying out its published settlement of the strike, is not taking back its experienced men but is keeping incompetent and inexperienced men in position. This seems like madness. A disregard of pledges, and a defiance of public safety.

We say again the strike could have been avoided by a few words spoken in the proper spirit. If the stockholders of the Lehigh Valley do not soon discipline their high officials whom they are employing at large salaries, there will be a small show for dividends, and they may have to scratch around, even to supply the salaries.—*Mauch Chunk Daily Times*.

In discussing the action of federal judges in the late trouble on the "Ann Arbor" and anticipated trouble on the "Northern Pacific," the *Evening News* of Detroit says:

It will, however, require something like a revolution, not only in the law itself, but also in American notions of individual liberty, to render effective any change in these relations such as the two judicial actions under consideration seem to foreshadow. If men can be compelled to work for an employer whom they prefer to leave, they are slaves in all the essential characteristics of slavery. The reasons or motives which actuate men in quitting the employment of any corporation or individual do not enter into the essence of the question. If wrong is done either by the employe or the employer which results in damage, the aggrieved party has his remedy at law in a suit to recover the damage which can be proven. Once the courts pass beyond this there is no logical stopping place short of compelling one party to employ those whom he does not want and compelling another to work against his will. If the employer can be compelled to employ, the employe can be compelled to work.

The quickest and easiest way to bring the matter to a complete test is for the employes to strike in spite of the injunction. It will then be seen if it is feasible for the courts to compel men to work when they do not want to. We imagine the courts would find on their hands the biggest job they ever undertook to perform. Once upon a time, a very long time ago, the courts could effect this result by terror and torture. They could order the workmen to the stocks or to the lash until they submitted; the Toledo court at-

tempted something in that line by a proceeding for contempt, but the penalties for contempt in our day would have no serious terrors for men who have no money to pay fines and who would enjoy the martyrdom of comfortable imprisonment in a cause which they could serve so cheaply.

There is no safe ground in this matter except in absolute liberty—the liberty of every one to employ and discharge from employment whom he pleases, and the liberty of everyone to sell his labor or withhold it as he pleases, subject only to the law of contract and the ordinary methods heretofore employed for its enforcement. The workmen of this country will make a fatal mistake if they abandon this firm ground in the effort to find legislation that will coerce the employer. Their own liberty is involved in his. His right to discharge, or to offer such terms as he pleases, and to use in peace and safety the labor of all who are willing to work on his terms, cannot be successfully assailed without throwing down all the law which protects the workingman in his liberty to sell or withhold his own labor, and when that liberty is destroyed the workingman becomes a slave.

The best engineman has been a fireman; the best conductors are made of brakemen; the best officials are promoted from the ranks. John M. Toucey, general manager of the New York Central, was once a trainman. President Newell, of the Lake Shore, used to carry a chain in an engineering corps on the Illinois Central. President Clark, of the Mobile & Ohio, was a section man, afterwards a fireman. Another man who drove grade stakes is President Blockstand, of the Alton. Allen Manvel, the late president of "the largest road on earth," was storehouse clerk. President Van Horn, of the Canadian Pacific, kept time on the Illinois Central. Another man named Town, who used to twist brake wheels on the Burlington, is now Vice-President Town, of the Southern Pacific. President Smith, of the Louisville & Nashville, was a telegraph operator. Marvin Highbitt, of the Chicago & Northwestern, began as a telegraph messenger boy. President Clark, of the Union Pacific, used to check freight and push a truck on the Omaha platform. The Illinois Central, I believe, has turned out more great men than any other road. President Jeffery, of the Denver & Rio Grande, began in the Central shops at forty-five cents a day.—*McClure's Magazine*.

"What is sauce for the goose" is sauce for the other bird, and why might not the employes of the Northern Pacific enjoin the receivers from cutting down their wages, which the receivers are attempting to do without giving the employes any opportunity to have a say in the matter. When the management seek to get behind the United States court to take advantage of its employes, it should be compelled to show that tribunal that such reduction is reasonable and just and that it affects all employes, including Sir Receivers and other high officials. Why should not the receivers have reduced their salary about five or ten thousand dollars a year each? That would enable

them to pay several of the lower classes of underpaid employes a reasonable wage. The sword of justice should divide impartially. Why not employes enjoin reductions as well as companies enjoin strikes? The fact is that no just law can keep a man from quitting work when conditions become distasteful to him. The law of necessity might, but that is not always just.—*Railroad Register*.

We learn from the *Railroad Gazette* that the Pennsylvania Railroad will shortly have all passenger cars equipped with the quick-action brake, and the locomotives equipped with the automatic engineer's valve. The process of changing from plain automatic to the quick action brake has been going on for some time. The large number of cars and engines to be changed has necessarily delayed the matter until the present time. This shows the way in which brake matters are drifting, namely, toward the most powerful quick-acting and efficient brake that can be obtained for passenger service. Perhaps this turn in brake matters is emphasized by the investigation now being made into the efficiency of reinforced brakes. The reinforced brake has been brought out to do better work and more powerful braking than can be obtained from a quick-acting brake. It is found that in face of danger the length of stop, even with the quick-acting brake, is so great as to result in accidents, more particularly collisions. The reinforced brake is an improvement on the quick-acting brake; it does not make the brake act quicker; it makes it more powerful during the first part of the application, while the train is running at a high speed. The reinforcement comes during the early part of the application, and is reduced as the speed reduces, in order to prevent sliding the wheels. This reduction is also necessary in order that the maximum braking efficiency may be obtained, for the reason that if brakes were applied with the reinforced pressure at low speed the wheels would slide, and when the wheels do slide the retarding force is greatly decreased. There can be no doubt of the necessity of using quick-action brakes wherever possible and the reinforced brake for all high-speed trains; and it would appear, from present indications, that in the future it will be as necessary to use the reinforced quick-acting brake as an improvement on the plain quick-acting brake as it now is necessary to use the latter in the place of the plain automatic.—*Scientific American*.

The demonstration of the efficacy of unionism in labor was never before brought to the eyes of working people in such strong colors as it has been shown to them during the past year. The "scab" has indeed had a sorry time of it, and has been made to feel very keenly the position he holds in the industrial world. It has not come upon us as a sort of moral humiliation, but a financial humiliation, and a failure to secure employment. He has been compelled to stand aside as his brother craftsmen in their respective unions marched by him with victorious tread. He has found himself suddenly in an outside world, and the places he formerly occupied filled by stalwart members of unionism.—*New Era*.



Mutual Life Insurance—Action on a Life Certificate—Place of Trial.

Where the by-laws of an insurance association conducted on the assessment plan, as well as the certificate of insurance issued by it, provide that within a specified time after the death of the assured, the association shall deliver to the beneficiary a check for the sum insured, and the association fails to do so, the default occurs where the beneficiary resides, and the cause of action arises there, within the meaning of subdivision 5, section 2619, Rev. Statutes, which provides that the venue of such action is in the county in which the cause of action, or some part thereof, arose. Order granting a change of venue from L. to M. county reversed.

Hosley et al. v. Wisconsin O. F. L. Mut. Life Assn., Wisc. S. C., Nov. 28, 1893.

Mutual Life Insurance—Warranties as to Health.

1. Where an applicant for membership and a certificate of insurance in an assessment association has stated that he is in good health, and that the statements subscribed are true to the best of his knowledge and belief, it is proper to refuse to charge that it is immaterial whether the applicant knew of the existence of the fatal disease or not, and that he assumed the whole risk of his answer being true.

2. Where the court charged that if applicant had a disease which later proved fatal, and was a serious disease, it would be immaterial that it was in the first stages, and that applicant did not regard it as of consequence; that, if it was in fact of consequence, plaintiff could not recover, and that good health means a state of health freed from any disease that affects seriously the general soundness of the system, *Held*, proper to omit the further charge that it was immaterial that the disease may have been in its first stages, and that applicant did not know he had it. If the disease was present plaintiff could not recover.

3. Where the court charged that the jury must find the actual good health of the insured when he applied for membership, does not commit

fatal error in refusing a charge based on evidence in the case, that the knowledge of the secretary of the society that the insured was in bad health before he was admitted to membership, was not chargeable to the society.

Hann v. National Union, Mich. S. C., Dec. 17, 1893

NOTE: This action was brought on a benefit certificate for \$3 000. The association claimed that the applicant was affected with a fatal disease (*Cerebro Spinal Meningitis*) and had deceived the association in the truth of his statements concerning his health. The secretary was called to testify to his bad health before making application, but when he admitted to having voted for his admission to the association, his evidence had little or no weight.

Industrial Insurance—Evidence as to Written Application—Disease—Exclusion of Death Certificate.

1. Where plaintiff alleged that she made a verbal application for the certificate upon her husband's life, and defendant gave evidence to establish that plaintiff made or authorized a written application and warranted the truth of statements therein. A statement therein was made that her husband was never sick was alleged to be false in that, at the time, her husband had syphilis, and had been suffering with it long prior thereto.

Held, that evidence justified a verdict that no written application had been made.

2. On the trial an authenticated copy of the attending physician certificate filed in the local health office, in which it was stated that he had died of syphilis of at least four years' duration was excluded; and the court charged that if such written application was made and her husband was so afflicted, no recovery could be had.

Held, that the certificate was properly excluded, the records themselves only being admissible according to rules of evidence. Judgment for plaintiff affirmed.

McKinney v. Metropolitan Life Ins. Co., City Ct., Brooklyn, Dec. 9, 1893.

Mutual Benefit Insurance—Assessment—When Due—Non-Payment—Forfeiture—Waiver.

1. Where the by-laws of a mutual benefit association require each member to pay a fee of \$1.00 after having been a member one year, for the beneficiaries of the next member who shall die, and make a similar payment at each death, such fee is due from a member one year after he joins, though no member may have died during such year.

2. Where a member was sixteen months in arrearage for non-payment of a death benefit fee, and the association did not strike his name from the list of members, or take any steps to enforce payment of such fee, but received from him monthly dues and fines during such sixteen months.

Held, that the association waived the forfeiture of his membership for such non-payment.

Menard v. Society of St. J. B., Conn. S. C., 1893.

NOTE.—It is a well settled rule of law concerning waiver of conditions that an association cannot continue to treat a defaulting member as a member and at the same time claim a forfeiture of his rights.

Accident Insurance—Agent—When Company is Bound By.

Where an insurance company sends out its agent with authority to solicit insurance among railroad employees and collect premiums, and such agent takes the insurance of one who, in pursuance of the contract made with the agent, tenders the full amount of the premium, and such agent accepts such amount less \$10, an amount previously borrowed of insured by such agent, who assured him that the full amount of the premium was paid; that he would pay such full amount to the company, and the certificate thereupon is issued by the company and delivered to the insured:

Held, that the insured is not bound to see that the agent pays the money to the company, but he has the right to presume that it has been so paid until he has notice from the company to the contrary. Judgment affirmed and petition for a rehearing overruled.

□Kerling v. National Accident Association, Ind. App. Ct., Jan. 5, 1894.

Accident Insurance—Misstatement by Agent—Income.

1. The applicant correctly stated the amount of his weekly income to the agent of the defendant association, but the agent, without the knowledge or consent of applicant, increased the amount so as to place the applicant in another class of insured.

Held, that an agreement, in the application, that the society shall not be bound by any statement made to, or knowledge possessed by the

agent, not written in the application, and that such agent is the applicant's agent for the purpose of entering his answers, does not relieve the insurer of its estoppel to contest the policy on the ground of such misstatement.

2. *Held*, that a clause in the application, agreeing that the benefits to which the applicant shall become entitled shall be governed and paid in the same ratio as his income shall bear to the sum insured, is binding on the insured, though the agent, by false statements as to his income, has put him in a higher class, and charged him a higher premium.

Hone v. Provident Fund Ass'n, Ind. App. C., 1893.

Railway Service—Injury to Railway Employee—Negligence of Conductor—Co-employees.

Complainant was a fireman in defendant's employ, and while in the cab of his engine, was struck by a limb of a tree on a platform car in passing a freight train. A rule of defendant, known to plaintiff, made it the duty of freight conductors to examine all platform cars to see that they were safely loaded, and the conductor of the freight train testified that he examined the car containing the trees, and found it properly loaded. The evidence showed that the conductor was a competent man, that defendant furnished safe appliances to the shipper for loading the car, and that the cab in which plaintiff worked was a safe one.

Held, That the complainant could not recover, as the negligence, if any, was that of the conductor, complainant's fellow servant, in failing to properly inspect the car.

Jarman v. Chicago & G. T. Ry Co., Mich. S. C., Dec. 8, 1893.

Ejection of Passenger—Fragment of Ticket—Presumption.

A ticket for a continuous ride over the whole length of a railway and a connecting line was of peculiar color and print, and was composed of two pieces when detached, the upper of which was for use on the connecting line, and gave the names of its termini below, and the names of both lines above.

Held, That a conductor of the connecting line was bound to accept for passage an upper fragment of the upper coupon, which gave the names of the lines, on the assumption that the conductor of the other line carelessly and negligently tore off the part giving the termini, in taking the lower coupon. Judgment in damages for refusal to accept such fragmentary ticket and a consequent ejection affirmed.

Rouser v. North Park, etc., Ry. Co., Mich. S. C., Nov. 24, 1893.



OTTUMWA, Iowa, Jan. 29, 1894.

Editor Railway Conductor:

As it is sometime since anything has appeared in **THE CONDUCTOR** in behalf of Enterprise Division No. 14, L. A. to O. R. C., perhaps the friends generally will be interested in knowing that we are alive and prospering nicely, both financially and spiritually. Our meetings are held on the second and fourth Tuesdays of each month at 2:30 p. m., in our new and nicely furnished O. R. C. hall, corner of Main and Market streets. Any sister from abroad visiting our city will be gladly welcomed. January 9 last, we had the pleasure of a visit from Sister J. H. Myers, of Denver, Colorado, and it proved full of profit to us as well.

At our first meeting in December the following officers were elected for the ensuing year: President, Sister Teter. She resigned and we then elected Sister Simons. Vice-President, Sister Parks; for Secretary and Treasurer, Sister Price was elected, but she resigned and next we elected Sister West, who also declined to serve. We all know this work is hard and few like to fill the office of secretary. Senior Sister, Sister J. Springer; Junior Sister, Sister Graves; Guard, Sister Miller; Chairman Executive Committee, Sister Graves. The corresponding secretary also resigned, but I hope when you hear from us again we will have a complete list of officers. The installation of officers took place on the second Tuesday in January. Our past president, Sister Yetts, of Albia, Iowa, was with us and conducted the installation ceremonies in a most acceptable manner. All concede that a very able corps of officers, as far as selected, will fill our chairs this year of 1894.

Arrangements are being made for a masquerade ball to be given February 14, Valentine day, in the Grand Army hall. We try to keep the wheel of enterprise rolling, and are working for the prize offered by our kind Sister, the gold medal.

With the hope that the year 1894 will be a pros-

perous one for the Order, both numerically and financially, I am

Most Respectfully Yours in T. F.,

GRAND MA.

Is It Beneficial?

Is the Auxiliary beneficial? If so, in what way or ways? These are questions that are often asked, sometimes by those who earnestly desire information, but frequently they are made to sound more like a statement than like unanswered questions. Is it beneficial to the O. R. C.? Well, that depends on the attitude the local divisions take towards each other. In some places, most emphatically, yes. In other places it is, perhaps, no less beneficial, only acknowledgement of the fact is lacking. But while we admit that one of the fondest desires of a woman's heart should be the desire to further her husband's interests and to be helpful to him in all his undertakings, yet we hold that her entire duty does not always look to his advancement, and his alone. Does she not owe any duties to herself? Most certainly she does. And in the performance of those duties she not only reaps a benefit herself, but proves the wisdom of God that made the twain one flesh, inasmuch as one always shares the blessings of the other. The Ladies' Auxiliary to the O. R. C. has unmistakably proven a blessing in many ways to the wives of the O. R. C.

One Sister remarked to me the other day that her husband said she was looking better than she had for some time. She replied, "no wonder, I get out some now and have something else to think about besides my home cares." And so I find the influence of the Auxiliary extending its cheerful effects into my own home. My little girl said to me upon my return from one of our meetings, "Mamma, you don't know how I like to have you 'get out,' it brightens up your face so." The thought may come to some that there are any number of places that a woman can go besides the Auxiliary; very true, but do they go? Some do, but again, some would not. After hav-

ing subscribed to the rules and regulations of the L. A. to O. R. C. it becomes a secondary duty to attend the meetings. ("Secondary" to home duties I mean.) After seeing the benefit to be derived from these semi-monthly gatherings it seems to help one in the performance of those precious "home duties." I am confident that many of the Sisters, as they read that, will involuntarily breathe a fervent "amen." Not only do these meetings prove a rest to mind and body, but they tend to educate both mind and body. I have seen the good effects of it in many ways, both to myself and others, although we have not been organized a year yet. Some who openly declared "they could not talk before people" find the words flowing from their mouths, so interested in what they are about to say that their tongues never think of tripping. It also tends towards ease and grace of manner. And I take it for granted that those of our number who are perfected in all of these particulars, (without the experience of the lodge room,) are willing and glad to join for the benefit of their example to the rest. Paul spoke of the church as one body; we are all familiar with the comparisons. Now, the different divisions of the L. A. to O. R. C. appear to me in the same light. Having their gifts differing the one from the other, we are one body fitly joined together. Nor can one member say to another, it is of no use, for are we not all members one of the other. We need the inspiring enthusiasm of one Sister, the quiet firm opinion of another, the plain common sense of another, and so on through the whole membership; and if some divisions possess an eternal fault finder, why, she has her place too. It breaks the monotony and stirs up the laggards if there are any. Only let us each feel that we are one of the members, that the body is not complete without us; we then will stand a chance of proving to the others that we are indispensable. For not one of us is selfish enough to be benefitted without bestowing benefit in return. Yes, the Auxiliary is beneficial, not in one way alone, but in many ways. First, directly to the wives of the O. R. C.; secondly, to the O. R. C. themselves. Tell me of one place where the Auxiliary flourishes that many of the members of the O. R. C. will not acknowledge much benefit from it. How much more sociable the "annual ball" than before the women became personal acquaintances. And after meeting the wife of the conductor they did not like and hearing their own wife discuss her merits, how differently they feel, even towards him. And is there one man who sees no good in the Auxiliary, let him be

sure it is not selfishness that blinds his eyes ere he judges.
MRS. N. D. HAHN.

DETROIT, Mich., Jan. 25, 1894.

Editor Railway Conductor:

Detroit Division No. 44, Ladies' Auxiliary to the Order of Railway Conductors, was organized in Elks' Hall, this city, Jan. 16th, 1894, by Grand President Mrs. J. H. Moore, of Toledo. The following officers were elected and installed: President, Mrs. Daniel Sweeney; Vice-President, Mrs. C. Granger; Secretary and Treasurer, Mrs. J. A. Eley; Senior Sister, Mrs. George Stevenson; Junior Sister, Mrs. M. C. Whiting; Guard, Mrs. R. E. Decker; Chairman of Executive Committee, Mrs. Clark Sackett; Correspondent, Mrs. D. L. Roosa. Mrs. Moore was assisted in instituting the division by Mrs. J. Bowers, Mrs. F. V. Hendricks, Mrs. A. W. McIntyre, Mrs. R. J. Cantrick, Mrs. John Arnold and Mrs. H. Carens, members of Banner Division No. 6, of Toledo. Detroit Division will meet the first and third Tuesdays of each month.

We have twenty charter members, and hope to soon rank among the foremost of the divisions who report to THE CONDUCTOR.

Yours in T. F.,

MRS. D. L. ROOSA.

DENISON, Texas, Jan. 24, 1894.

Editor Railway Conductor:

It is with pleasure that I again write a few lines in behalf of Turner Division No. 28. We have had our annual election and installation of officers with the following result: President, Mrs. John Tygard; Vice-President, Mrs. Jeff. Finley; Secretary and Treasurer, Mrs. C. Bledsoe; S. S., Mrs. J. Strait; J. S., Mrs. C. M. Stone; Guard, Mrs. Wm. Oldham; Chairman of Executive Committee, Mrs. C. S. Williams; Corresponding Secretary, Mrs. C. Bledsoe. We have very encouraging prospects for this, our second year. We were organized with sixteen charter members; now our membership is twenty-seven, with prospects for many more. We are looking forward to a prosperous year. I was noticing Sister French's article from St. Louis Division about serving tea each month at the residence of some Sister. Their idea is a very good one indeed! It would not only replenish the treasury, but would promote sociability at the same time, which is one of our main objects, one which should not be overlooked. I am very anxious to hear what division was lucky enough to capture the gold medal. It may be Turner Division. "Who knows?" I wonder where Brother Proud, of Lone Star No. 53 is this

month? Gone visiting, I guess. With best wishes for all divisions, I remain

Yours in T. F.,

MRS. C. B.

Cor. Sec. Div. No. 28.

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MARION, Iowa, Jan. 29, 1894.

Editor Railway Conductor:

As many correspondents to the Ladies' Department are not aware that I am not at present editor of the same, I take this method of informing the Sisters of the fact that for the last six months the Ladies' Department has not been under my charge. To those whose letters have passed through my hands during that time I wish to say, "Please accept this as an acknowledgement of your many favors," as with my household cares I have not found time to answer each personally. And, now, if you have thought me careless and indifferent, you will no doubt, with this understanding, fully forgive me for seeming neglect.

I shall miss the little notes and tokens of personal remembrance that often accompanied your letters. Yet I feel that I have good proof that Bro. Clark is guided by reasonable conclusions in the matter, and will be willing and glad to have us make the Ladies' Department just as attractive and interesting as we choose.

Now that THE CONDUCTOR is sent to every member of the O. R. C., the correspondence will no doubt increase greatly, and we shall be favored with letters from Sisters heretofore silent; I trust we may, and that the names grown familiar to us in the past may continue to appear in the columns of the Ladies' Department.

Yours in T. F.,

MRS. N. D. HAHN.

[The changes directed by the Grand Division necessitated an entire change in the manner of conducting the editorial work. Further changes may be necessary as the new plan develops. It is not without regret that we lose the services and assistance of Sister Hahn. She has spoken our sentiments in the words, "And will be glad to have us make the Ladies' Department just as attractive and interesting as we choose." Ladies, we are at your service. The success of this department rests with you.—Ed.]

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ELKHART, Ind., Jan. 23, 1894.

Editor Railway Conductor:

I understand it is about a year since Andrews Division No. 4 contributed anything to the columns of the Ladies' Department, although we are always pleased to hear through it of the sister divisions, and the work that they are doing,

and always enjoy reading the contributions of different divisions.

We have done little work outside of the Order work, with the exception of a few suppers or socials, which as a rule proved very pleasant affairs, both socially and financially. Although few in numbers, our members are all earnest workers, and we have been very fortunate in having little or no sickness among us in the past year.

In the month of November of the past year Sister Punches and her estimable husband celebrated their twenty-fifth anniversary, and of course we were kindly remembered with invitations to attend the reception at their residence. We spent a most enjoyable evening, and remembered them with a number of presents suitable for the occasion.

On the last meeting in December Andrews Division No. 4 elected officers for the ensuing year, as follows: Sister A. W. Brown, president; Sister C. W. Shultz, vice president; Sister P. W. Smith, secretary and treasurer; Sister L. J. Punches, senior sister; Sister Cass McClellen, junior sister; Sister E. C. Kepler, guard; Sister J. T. Wishart, chairman executive committee; Sister A. C. Rossiter, corresponding secretary. On January 12, 1894, our past president, Sister S. H. Hussy, came from Toledo, Ohio, and assisted by past president, Sister F. Northway, duly installed them.

On Saturday, January 13, the Division presented our retiring secretary, Sister Alice Carpenter, and senior sister, Sister J. T. Wishart, each with a beautiful silver cake basket. The ladies met at the home of Sister C. W. Shultz, and proceeded to Sister Carpenter's residence, where Sister H. H. Andrews, our first president, presented the gifts in a few well chosen remarks; after which the ladies were invited to partake of a very pleasant lunch. It was considered by all present a delightful affair, without the presence of any gentlemen. After much mirth and merriment, we left for our separate homes declaring Sister Carpenter a grand entertainer.

Hoping this may be a prosperous year, both financially and fraternally for the L. A. to O. R. C., I will close this, my first attempt as a correspondent to THE CONDUCTOR.

Yours fraternally,

MRS. A. C. ROSSITER, Cor. Sec.

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SUNBURY, Pa., Jan. 9, 1894.

Editor Railway Conductor:

Sunbury Eastern Star Division No. 8 elected officers for the year 1894, on Wednesday, January 10, 1894. The following sisters were

chosen: President, Mrs. Wm. Shaffer; Vice-President, Mrs. Jno. Bell; Secretary and Treasurer, Mrs. J. B. Vandyke; Senior Sister, Mrs. Jef. Heany; Junior Sister, Mrs. Y. Bailets; Guard, Mrs. J. H. Blain; Corresponding Secretary, Mrs. J. H. Ellenburger. The election of Sister Vandyke for the third term to the important office of secretary shows something of the interest she takes in our division work, and the appreciation of it by the Sisters. We were glad to have Sister B. F. Wiltse, from Erickson Division No. 5, with us to install our officers. We also had the pleasure of having Mrs. D. Mack, from Springer Division of Wilkesbarre, with us. The members were all well pleased with the speech our President, Mrs. Wm. Shaffer, gave us after the installation of officers. We also held a sociable at Sister Charles Sarvis' for the benefit of our division. There was a good turnout, but we should have had more Brothers to make it interesting. Brother Sarvis appeared to enjoy it very much.

The shadow of mourning was recently cast upon our division by the death of Brother Prince. The funeral was held at Lewiston and was attended by Division 187 and by our members in a body, out of respect to the memory of the departed Brother, and as an indication of the deep sympathy all felt for the bereaved family. A special train was provided for the occasion. But yet a few more days and we all, one by one, shall follow our Brother. May we all so live in this world as to assure our reunion in the one above.

With best wishes for all the reader, of THE CONDUCTOR, I am

Yours Truly in T. F.,

MRS. J. H. ELLENBURGER.

ST. LOUIS, Mo., Jan. 27, 1894.

Editor Railway Conductor:

St. Louis Division No. 11, L. A. to O. R. C., has held its two regular meetings for the month. Jan. 4th was installation of officers, but no other business of importance was undertaken. Everything seems auspicious for a good year's work. The 18th of the month we had the new officers in the chairs. Mrs. Frank E. Gillen, President; Mrs. A. Marsh, Vice-President; Mrs. J. H. Logan, Secretary and Treasurer; Mrs. T. F. Arnold, Senior Sister; Mrs. John B. French, Junior Sister; Mrs. Frank D. Hartel, Guard; Mrs. S. J. Ryan, our Vice-President last year, Chairman of the Executive Committee; associated with her are Mrs. W. J. Lewis and Mrs. D. P. Bacon. Executive ability is well represented in that commit-

tee. The President then appointed all other committees for the ensuing year; the question of withdrawal cards was settled by a letter from our Grand President, that none can be issued.

The secretary was authorized to order the paraphernalia for the "Oh, Why?" degree, that was the source of so much amusement, and of revenue to Banner Division in Toledo, last June; we will begin active preparation at once to work the degrees here before many months, and it will be well for the Brothers to be prepared, for the ordeal is such as "try men's souls," and "a word to the wise is sufficient." After adjournment we went to call on Sister Kimmons, who has had the misfortune to lose her little daughter Bessie. It was a sad household, and only by our presence could we show our respect for the sorrow of our Sister. Words are so cold at such a time. The inclemency of the weather kept many from the funeral who would have attended, but a beautiful floral offering from our Division was a mute testimonial of our sympathy and regard for Sister Kimmons.

Our first of the series of teas was quite a success. The attendance was not what we hope it to be in the future, but we had a very pleasant time. Sister Arnold had provided tea towels for us to hem, and then they were disposed of at ten cents a chance, each person taking as many chances as she wished. Sister Hartel favored us with music while we were sewing. Brother Marsh had asked permission to attend with Sister Marsh, which was cheerfully granted. He carried off the honors—also the tea towels. After doing ample justice to Sister Arnold's bountiful luncheon, we departed to our respective homes, well pleased, having spent a delightful afternoon and our treasury benefitted by one dollar and eighty cents.

Sister Austin entertains us next month, and any of the brothers are invited to attend with their wives.

Yours in T. F.,

MRS. JOHN B. FRENCH

Corresponding Secretary Div. No. 11.

GALESBURG, Ill., Jan. 22, 1894.

Editor Railway Conductor:

The following officers-elect of Galesburg Division No. 15, L. A. to O. R. C., were duly installed on January 11, by Mrs. O. N. Marshall, G. V. P., assisted by Mrs. W. A. Bowling, acting as Deputy G. S. S.; Mrs. W. N. Young, President; Mrs. R. Strickler, Vice-President; Mrs. F. E. Bronson, Secretary and Treasurer; Mrs. R. Swain, Senior Sister; Mrs. J. H. Weidenhamer, Junior Sister; Mrs. W. G. Wilcoxon, Guard; Mrs. R. Strickler, Mrs. J. R. Zoll and Mrs. W. A. Bowling, Executive Committee, Mrs. O. N. Marshall, Correspondent.

The new year opened up with a good attendance and there is every indication that Division No. 15 will have a prosperous future. The members are known locally for their charitable works, their latest being a work of love as well as duty.

The readers of THE CONDUCTOR are familiar with the name of Brother E. H. Belknap, who, in the mysterious ways of Providence, has been sadly afflicted since May, 1890, being suddenly deprived of all physical power as well as the exercise of a keen intellect, and instead of being the first to respond to the plea of the unfortunate was himself obliged to become the recipient of that fraternal sympathy that had never appealed to him in vain. When the holidays were approaching, the Sisters thought of him and his devoted wife, and determined to aid "Santa" in giving them something substantial. Our treasury being at "ebb tide" from numerous calls, they decided to give an oyster supper. His old friends came forward with practical support and the result was just as might have been anticipated; the supper was a success, and a generous sum was realized. Thus was another good act added to their credit. Our membership is steadily increasing, our meetings are well attended, and the Sisters are enthusiastic in their interest in the organization. We are assured by our husbands that our influence has been beneficial to them in many ways. As a consequence, we are very proud and will strive to merit their approbation in the future. With unity and harmony for our watchwords and earnest effort on the part of all to perfect our division, we may hope eventually to become what our motto teaches, "Heart Sisters."

Yours in T. F.,

MRS. O. N. MARSHALL.

NEWARK, Ohio, Jan. 11, 1894.

Editor Railway Conductor:

Having been duly chosen to serve Newark Division as correspondent, I will commence the new year with a prompt performance of the pleasing duties of that position. The past year was a pleasant one to our Order in this portion of the world, and was not without its successes. Our growth has not been rapid but it has been sure, and upon reviewing all that has been accomplished we feel that Division No. 7 has abundant reason for gratification.

At the regular meeting, held Dec 28, last, the following officers were elected to serve during the ensuing year: Mrs. Geo. Taylor, President; Mrs. Geo. Busch, Vice-President; Mrs. J. H. Perry, Secretary and Treasurer. Our Sister, the Vice-President, was recently called upon to mourn the death of her husband. In her bereavement she

has the heartfelt sympathy of all members of the Order.

Truly yours in T. F.,

E. B.

TOPEKA, Kansas, Feb. 1, 1894.

Editor Railway Conductor:

With pleasure I write you from Western Division No. 33. We have had three meetings since our annual election of officers for the ensuing year. The choice of the Division was as follows:

President, Mrs. Ettie Griffith; Vice President, Mrs. Jennie Dodd; Secretary and Treasurer, Mrs. Belle Stockton; Senior Sister, Mrs. George W. Scott; Junior Sister, Mrs. Alice Furgeson; Guard, Mrs. Mary Shafer; Chairman of the Executive Committee, Mrs. Clara Woodard; Corresponding Secretary, Mrs. Emma Fleeker.

Our Division is not very large, only twenty-five members, but we have pleasant times at all of our meetings, and every one is interested in the work.

Yours in T. F.,

MRS. E. E. F.

ONEONTA, N. Y., Feb. 1, '94.

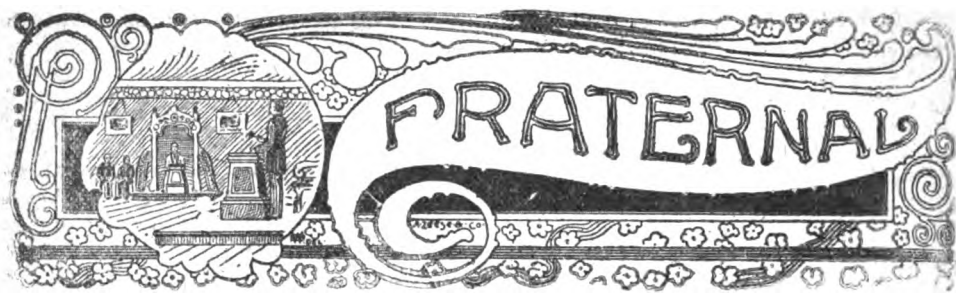
Editor Railway Conductor:

Perhaps the friends may not be averse to learning that Golden Rule Division No. 21, L. A. to O. R. C., is not only active, but flourishing. We hold our meetings on the first and third Wednesdays of each month in I. O. O. F. Hall. They are well attended, and the interest displayed by each member is warrant for the promise of better things yet to come. During the meeting held January 3, last, we elected officers for the ensuing year, the following being chosen: President, Mrs. Baldwin; Vice-President, Mrs. Jones; Secretary and Treasurer, Mrs. Gurney; Senior Sister, Mrs. Gilmartin; Junior Sister, Mrs. Flannigan; Guard, Mrs. Hill; Chairman of Executive Committee, Mrs. Moffett; Correspondent, Mrs. Gloven.

We installed our officers on the 15th of January, and invited all the O. R. C. and their wives. After the installation ceremonies the installing officer called the President to the floor and, with a few pleasing remarks in behalf of the Order, presented her with a very handsome lamp. Rev. W. H. Wilson, pastor of the Baptist church, made a few remarks; also Chief Conductor Bedford and Secretary W. C. Gurney. Bro. Gurney's remarks were very short, as he had already got a glimpse of the supper which was then waiting in the dining room. All were invited to partake of the spread, which proved not the least enjoyable feature of the entertainment. The rest of the evening was passed with music and social intercourse.

Yours in T. F.,

MRS. G., Correspondent.



MONTREAL, P. Q., Jan. 20, 1894.

Editor Railway Conductor:

At our last regular meeting, held in Loma's Hall, Tuesday, December 12, the following officers were elected for the ensuing year: Bro. E. Mundy, Chief Conductor; Bro. A. Jones, Assistant Chief Conductor; Bro. John Gee, Senior Conductor; Bro. S. Steen, Junior Conductor; Bro. J. B. Morin, Inside Sentinel; Bro. Jos. Charbonnet, Outside Sentinel; Bro. P. Conners, Cipher Correspondent; Bro. H. McMillan, Secretary and Treasurer.

After the election of officers the ladies (wives and daughters of the members) presented the Division with a beautiful banner and set of flags (emblems of our Order), accompanied by the enclosed address:

E. Mundy, Esq., Representing the Order of Railway Conductors, Division 75.

DEAR SIR:—Will you and the officers and members of the Order you so ably represent kindly excuse us for taking the liberty as we now do of approaching you and begging to offer a few words on this occasion.

We feel you will agree with us that we have a right to do so. Our interests are closely and permanently interwoven with your own in a manner that brings your lives and concerns nearer to us, and renders your success more dear to us than to any other persons, or class, or community.

The members of your grand and self-sacrificing Order, all things else being properly considered, work and strive above all for their homes and firesides, their wives and children and those depending on them, and that we, their wives, should take the deepest interest in, and have the most responsive sympathy for your aims and objects, is but natural.

None know better than we of the heavy responsibilities of your calling and the incessant worry, trouble and care it daily imposes upon you, while the numberless dangers which cannot be provided against with which you are surrounded in your work, are never absent from our minds. You lead lives of danger that the public may be served; the public may not reward you, but we are proud of you. We wish we could give expression to our sentiments in a manner that would more clearly express our true feelings of genuine respect and admiration; and we regret that we cannot offer to your praiseworthy Order some token of our esteem that is more suitable to your merit.

We ask you, however, to accept this banner from us to remind you that in spirit we are constantly with you, that your hopes, your fears, your successes and failures, are all ours, and that as we will always be pleased with your good fortunes, we are as ready to cheerfully share your reverses.

Signed by the wives of members of Mt. Royal Division No. 75.

The presentation was a complete surprise, the ladies having kept their good work a secret until the time of the presentation. We wish to thank them through the columns of *THE CONDUCTOR* for their beautiful present, and to assure them that if they will continue to take an interest in Division 75 it will surely prosper.

Yours in P. F.,

H. McMILLAN,

Secretary and Treasurer Division 75.

AMERICUS, Ga., Jan. 23, 1894

Editor Railway Conductor:

As correspondent of *THE CONDUCTOR*, I am requested by our division to send you a copy of the latest efforts of the poet of S. A. M. Division No 284. We all regretted very much to lose Bro S R. Johnson from the ranks of our own division, but what is our loss is gained by Division 180, and we congratulate the members of the latter on adding a poet as well as a much-loved Brother to their ranks.

The following are Bro. Johnson's lines:

"To the officers and members of S. A. M. Division
O. R. C.:

I request you a transfer to Atlanta Division to grant me,

For my connection with the Sam road has ceased.
And my salary very greatly decreased.

Although I have lived with Sam three years,
I have quit him to live with Sal. without tears.

To be transferred to Division 180 is my request,
As I believe, for me, this transfer is for the best
Hoping that each of you may hold your position
And not have to make this kind of requisition.
I am, in P. F., very truly yours, Steve,
Which I know you all truly believe."

To the officers and members of Division 180 O. R. C.,

Atlanta, Georgia, December 31, 1893;

I have requested a transfer from 284.

As I cannot be with them any more.

I well know that black balls reject,

And white balls in all cases elect;

So I hope that each one may see proper

A white ball to take and in the hole drop 'er."

Since writing these lines Bro. Johnson has located at Waldo, Fla., on the F. C. & P. There are several of the old "Sam" boys who have gone down there after getting bounced from the "Sam."

Our division is in a prosperous condition, notwithstanding the number of drawbacks it has had during the past twelve months. The large number of unemployed railroad men in the country has induced some of our members to seek other vocations.

We are expecting a visit from the Assistant Grand Chief Conductor, and will endeavor to make his visit as pleasant as possible. We will feast him on a bill of fare similar to that of Bro. Sam Stewart in the January CONDUCTOR.

Wishing the CONDUCTOR and Grand Officers a prosperous and happy year, I am, Yours in P. F.,
L. L. C.

YOUNGSTOWN, O., Jan. 23, 1894.

Editor Railway Conductor:

Another year has come and gone and Youngstown Division still stands like a stone wall. Stone upon stone has been added, until to-day it is one of the banner divisions of the state, where the unprotected are coming, one by one, to receive protection and fraternal friendship. No more shall they face the cold world alone and friendless. We work with patience and have some staying qualities, and if there are obstacles in our way we either remove or surmount them. If things do not satisfy us or disappointments come, we bear them cheerfully, and in time success crowns our efforts.

I, having been appointed correspondent for THE CONDUCTOR from Youngstown Division No. 270 for the year 1894, will make my bow by sending you the list of officers elected at our regular meeting, Dec. 10, which is as follows: Jas. C. Morris, C. C.; F. J. Phelps, A. C.; V. C. McFarlin, S. & T.; Bert Simpson, S. C.; J. W. Hoover, J. C.; E. F. Madden, I. S.; A. D. Kerr, O. S.; Geo. Happer, Cipher Correspondent; Jas. C. Morris, Journal Correspondent. Division Trustees Jas. C. Morris, George Happer and Wm. McCoy, local grievance committee for N. Y., P. & O. R. R., J. T. McGonnell, Chair-

man, J. W. Hoover and Jas. C. Morris. The committees for the other roads were held over from last year. Brother J. T. McGonnell was elected chairman of the General Grievance Committee over the entire system of the N. Y., P. & O. R. R. This is the fourth time he has been chosen to this position, which is a demonstration that he is the right man in the right place.

Now as the year 1893 has past, how many of us can look back and say we have done our duty to our noble order? How many can say with a clear conscience that they have not let a single chance pass where they could have done good? Do we do our duty when we stay at home on meeting day just because we do not feel like going to the division hall? Your answer must be no, and by that answer, taught from experience, you condemn yourselves. How often do you say, "I will not go to meeting to-day; I am no officer; the officers will all be there, and they can get along without me." That is where you make your mistake, Brothers; you lose all interest. The officers want and expect your support, and cannot have good and profitable meetings without your attendance, and by your absence you throw the responsibility for the success of the division on the few who are faithful to the Order and are willing to fulfill the duties we all obligate ourselves to perform. Let us, then, grasp hands and make the coming year the most successful one in the history of our organization.

Business in this district has been and is very dull. There have been quite a number of crews taken off, which puts some of our Brothers back braking.

Brother A. D. Kerr is suffering from an accident, resulting in the loss of part of his thumb. He was pulling a pin and had his thumb caught by the draw-head. Brother Hile McMahon had one of his hands injured by being caught in the same manner as Brother Kerr. Both are improving as rapidly as can be expected. Brother Dan Connell, who has been seriously ill since July last, was taken on Nov. 3, 1893, to the St. Vincent Hospital at Cleveland, Ohio, where he had an operation performed soon after. He has been so much improved by the operation that he was brought home during the present month. Division No. 270 will give a ball for his benefit Friday evening, Feb. 16. We will be glad to have all attend who can, as affliction has fallen heavily upon a most industrious and deserving Brother, whose heart and hand always responded to the calls for charity. Brother Chas. Swap, with his wife, has gone to Jacksonville, Fla., for the benefit of Mrs. Swap's health. Brother J. K. Orr, who was

elected sheriff of Mahoning county last fall, and Brother Wm. McCoy, who was elected county recorder the same time, are still doing business at the court house. Brother Mike McCarty has moved his family from Youngstown to Pittsburg, his lay-over being at that end of the road. Brother S. M. Watt has charge of the Lake Shore yard during the absence of Brother Swap.

Yours in P. F.,
J. C. MORRIS.
C. C. Div. No. 270.

DENISON, Texas, Jan. 22, 1894.

Editor Railway Conductor:

It has been but a few days since my return from a visit to Florida and I am now prepared to make up for my failure as correspondent for THE CONDUCTOR during that absence. In fact, the members of Lone Star Division have not failed to remind me of this duty unperformed, and have pulled me over the coals most vigorously therefor. Under the present conditions I can fully sympathize with the editor, especially when he is called upon to turn out editorial that is bright and pointed and finds his mind entirely unfurnished and his thoughts refuse to scintillate. There may be pleasures connected with other editorial duties, such as the preparation of illegible manuscript, correcting poor spelling, etc., but these must remain forever unknown to the uninitiated.

I cannot but feel encouraged when I see that the Brothers of my division have appreciated my efforts, although they were poor, and still more encouraged when I find that Brothers of other divisions have noticed them. Now, don't you know, I feel an inch or two taller, Brother Editor, since a Brother from Louisville wrote a letter to my division secretary for the purpose of securing my address and to solicit my correspondence. I won't tell them how I reached so much perfection, but I do want to make a confession, and you know the Bible—I hope you do—says an open confession is good for the soul. Before confessing, I desire to say that I will never be guilty of such a thing again, because I have been so much pleased with the interesting matter in THE CONDUCTOR, that I have spent this whole afternoon in reading the articles from the Brothers of Division No. 175 and from Wilkes Barre No. 160 and Divisions 49 and 40, and Brother M. N. Goss from St. Paul, and Sam Stewart; (I like Sam, that is my name); W. M. Duel, and "Brick"—why did you not finish your name, my Brother, by adding the "Bat"?—and "Rambler"—you are a good one also, Brother, do some more—and "Short Lane." We do not care whether the "Lane" is short or long if it

has no turn in it. Now to confess, I have never completely read THE CONDUCTOR before. I promise myself and wife and my brother correspondents never to be guilty of such carelessness again, because I have been much pleased and entertained, and I like THE CONDUCTOR better than I could have imagined. Brothers, the ladies of the L. A. to O. R. C. are coming to the front. We will have to spread ourselves, or they will take the palm, and my wife says they have already done it. But you know they always stick mighty close to each other. When they are admitted to the polls, my wife says she will vote, "and don't you forget it." If all the brothers who read THE CONDUCTOR will read every contribution, I will guarantee they will find a new interest in it. Now as every member will get a copy of THE CONDUCTOR for the coming year free, let us take the advice of our editor and secure at least one paying subscriber and send it in, and help the cause along.

Now I have come to the real object of this letter, but I will have to be brief, as I have already taken too much space. I am glad that my brother correspondents contributed such good letters on the subject of arbitration. I am more than ever convinced that railway officials are ready to adopt the system of arbitration. When Division 53 put our good Brothers, A. L. Dain, W. H. Tobin and T. A. Murphy, with Bros. J. Finley, J. Dolan, W. C. Miller, to the front, and sent them on a mission of arbitration to the officials, they met with great kindness and were more successful than they had ever hoped. Brothers who had been discharged were returned to work, and Brothers that were suspended were sent out on their runs and allowed pay for the time suspended. At the same time many of the obnoxious features of seniority were done away with. We appreciate the kindness and gentlemanly way in which the railway officials of the M. K. & T met and treated our Brothers of the committee named above, and much good is sure to follow this action. May God bless our noble Order.

Respectfully yours in P. F.,
S. P.

CLEVELAND, Ohio, Jan. 28, 1894.

Editor Railway Conductor:

It was with much pleasure that I read Bro. Sebring's communication in the January CONDUCTOR. His views and mine are the same on the subject of a closer relation among the laboring men in general, and the conductors in particular.

We are well aware that the railway officials are associated together for the protection of (as they say) the companies they represent. If it is right

and just for them to form such associations for protection, why have not we the same, yes and a better, right to combine for protection (not of the Vanderbilts and Goulds), but of those loved ones God has given us to cherish and protect. The question that should be brought before every division of the Order is how this can be brought about. The only solution to the question, that I can see, is through federation. A national federation of all orders in the train service, if we can get it, and if we cannot have national, give us system federation. I have been an advocate of federation for a long time. A canvass of this section shows all the orders to be thoroughly in favor of it, with one exception. The engineers hold aloof, but the reason why is a mystery to many of us. They nor any of us can not expect to win single handed, but if we combine our forces and stick to the teachings of true manhood we are bound to win, as was done on the Lehigh Valley. But there is one thing the conductors must do before they can enter successfully into any federation with the other orders, and that is this they must do away with all bitter feeling among themselves. The factional feelings that now exist in some of our divisions should be eradicated root and branch, and no man who is eligible should be kept out of the Order simply because his religion or political views do not harmonize with those of others. Brothers! stop and think just a moment. He may be right and we wrong. Our forefathers fought that we might enjoy equal rights in this country, and I believe in every one enjoying those rights. Politics or religion should never be brought into a labor organizations, for they form the rock on which many a good craft has been wrecked. Therefore let us pilot our noble craft (the O. R. C.) clear of it. Let every Brother practice what he preaches, and advocate federation at all times and places, and I think at the end of '94 we will find ourselves far better off than we are at the present time. Bro. Sebring says let us inscribe victory on our banner. I would offer as an amendment: "Victory and protection through federation first, last and forever."

Yours in P. F.,
BRICK.

COVINGTON, Ky., Feb. 1, 1894.

Editor Railway Conductor:

Like the small boy who fears that he will not be observed otherwise, we have decided to step in and say something, just to attract attention and to let you know that we are alive and desire to be heard.

A few days ago we received a letter from Bro. Clark advising us that Bro. Wilkins was coming our way, and requesting that Divisions No. 107 and No. 322 arrange a meeting for him. This was done and the two Divisions received Bro. Wilkins in the hall of No. 107 on the afternoon of Jan. 23. The attendance was not as large as we expected, but those who were present felt that it was good to be there, for Bro. Wilkins was loaded with a heavy cargo of good advice, which he proceeded to deliver as soon as the Division was open. His remarks in regard to caboose talk were particularly to the point. He illustrated how some members, instead of attending Division meetings, would entertain their friends, a majority of whom perhaps, were not members of the Order, in the caboose, with a recital of their grievances and of what the Grievance Committee or the Order in general ought to do or ought not to do. He said that he "liked a good 'kicker,' but wanted him to kick in the right place, and the right place to kick was in the Division."

Now this leads me to remark on the large amount of "kicking" and growling that is continually being done by a few of our members in regard to the work of the Grand Division. They are free to say what the Grand Division ought to do, but suggest no means by which it can be done. This suggests to my mind that, since THE CONDUCTOR is in the hands of every member of the Order, it would be for the "good of the Order" if any Brother has "anything to offer" by way of suggestion in regard to changes in our Constitution and Statutes, that he may think would be beneficial, that he offer it through the columns of our magazine, thereby letting his light shine that all may be benefited, and not hiding it under a "bushel" or "caboose."

One of the most prolific causes of complaint is the expense account of the Grand Division. This has induced me to canvass the question thoroughly of reducing the expenses of the Grand Division. Under the present plan of organization and representation it cannot be done. Perhaps it can not be done under any other plan, but we have one in mind which, while it would slightly increase the expense account of the Grand Division, would very materially relieve the subordinate Divisions and save to them a large amount of money and at the same time make the Grand Division what it should be, a representative body.

As we have already taken up too much space, we will say, "to be continued in our next," and close.

M. O. FELKNER,
Sec'y Div. 322.



Special culture is the gymnastic of the mind, but liberal culture is its healthy exercise in the open air. Train your mental muscles faithfully for the particular service to which you intend to devote them in the great workshop of active life, but don't forget to take your "constitutional" among the classics—no matter in what language. That is the kind of atmosphere to oxygenate the blood and keep the brain wholesome.—*James Russell Lowell, in the February Century.*

What a satisfaction it is to see a generous, whole-souled wood-pile! It gives one a better opinion of the world, and brings up a rich flood of memories and associations. One has no need to be told that the owner is the father of half a dozen boys and girls, and that the neighbors like to gather under his roof during the long winter evenings, when the snow and wind outside but emphasize the warmth and cheer within. What an open, large-hearted hospitality such profusion of wood suggests! It never occurs to one that the owner may be niggardly or churlish. Such a pile of wood can only belong to a man whose heart is large enough to take in the whole neighborhood.—*Frank H. Sweet in February Donahoe's*

In the van of the strong and attractive table of contents of the *North American Review* for February is an article of unique interest, entitled "My American Experiences," by the President of the Swiss Republic, M. Emil Frey, who relates many reminiscences of his early life in this country, of his experiences during the war, and of his subsequent diplomatic career in Washington as first Swiss minister to the United States. The literary feature of the number is furnished by Margaret Deland, whose article is entitled "A Menace to Literature." Two articles of special interest are bracketed together under the caption of "Needed Municipal Reforms." The first, by the Rev. Dr. Parkhurst, deals with "Our Present Opportunity;" and the second, by John W. Goff, is entitled "Juggling with the Ballot." "Are We a Plutocracy?" is a question which is answered

by W. D. Howells, the famous novelist, in a striking article. These are followed by a long list of ably written articles, making the number one of unusual value.

An article of unusual interest has resulted from an expedition on behalf of *Scribner's Magazine*, made by Joel Chandler Harris in company with a skillful artist, Daniel Smith, to the scene of "The Sea Island Hurricanes," off the coast of South Carolina. It was this strange region which was devastated by the great storms last autumn, which killed 2,000 people and left 30,000 homeless and suffering. Among them for the past few months Miss Clara Barton, with a staff of workers from the Red Cross Society, has been dispensing much needed relief. Mr. Harris viewed all the interesting features of this work, and his well-known conception of negro character has enabled him to present such a picture of the disaster, the suffering, and the work in progress as no other writer in the south could give. The illustrations present a realistic picture of the curious life on these islands. The article in this number is devoted largely to a description of "The Devastation." Another article in the March number will describe "The Relief."

The secret of the great success of *The Cosmopolitan* is not so hard to find if one looks carefully over the number for February. A story by Valdes, the famous Spanish novelist, the first from his pen to appear in any American magazine, is begun in this number. Arthur Sherburne Hardy's story, "A Rejected Manuscript," is charmingly illustrated by L. Marold, who, we believe, makes his first appearance in the magazines on this side of the water. A profusely illustrated article on the designing and building of a war-ship appeals to the interest taken by all in the new navy, and a thrilling description of a naval combat under the significant title, "The Meloban and the Pentheroy," describes, after the manner of the Battle of Dorking, a possible sea-fight, the outcome of which is watched by the en-

ture naval world. "Gliding Flight" is an interesting contribution to the problem of aerial navigation by one who has studied the flight of soaring birds in the East for twenty years. Elaine Goodale, who married a member of the Sioux nation, has some interesting information of Indian Wars and Warriors. T. C. Crawford, the Washington correspondent, gives the first half of a startling story, under the title of "The Disappearance Syndicate." The poetry in this number by Sir Edwin Arnold, Graham R. Tomson and William Young, is unusually good. The Departments, "In the World of Art and Letters" and the "Progress of Science" continue to have as contributors men famous in both continents.

This proposed new national park lies in the State of Washington, in the very heart of that vast and sombre forest which, stretching northward from the Columbia river far into the solitudes of the British Possessions, muffles in a dark pall of verdure the whole long western slope of the Cascades. Here the heavy rain-laden clouds, blown in from the Pacific, finding their easternward flight barred by the mountain barricade, pour down upon the region an annual rainfall of fifty inches. It nurtures the giant growth of fir and cedar and spruce, the heavy festooning moss and the deep tangled undergrowth that makes of much of Western Washington a dense and sometimes impassable jungle. It is for this reason that the wonders of the new park have so long escaped alike the incursion of tourist or descriptive artist, while the glories of more accessible regions have been heralded throughout Christendom. And it might still remain unknown and unnoticed were it not that from out this almost Cimmerian land rises the most superb and majestic mountain peak to be found on this continent, if not upon the round earth. For, while there are other peaks whose brows are cooled by yet higher altitudes, there are none which present such a rare and wondrous union of symmetry and sublimity, of mystic color, perfection of graceful outline and gigantic and awe-inspiring shape as this soaring dome of snow, the Mt. Rainier of the maps, the Mt. Tacoma of popular usage and aboriginal tradition.—"Our New National Wonderland," in *February Review of Reviews*.

The February *Arena* is another mammoth number of the great progressive Review. It contains 164 pages and is filled with able papers, covering a wide range of topics of special interest to wide awake thinkers and earnest reformers. The opening paper will interest all lovers of Robert Browning's poetry, as well as persons who appreciate broad but profound religious thought.

It is from the pen of Rev. M. J. Savage, and is entitled "Religious Thought in Browning's Poetry." A fine portrait of the poet forms the frontispiece of this issue. "The Relation of the Land Question to Other Reforms," by J. H. Bellangee, is a thoughtful paper in *The Arena* Series on the Land Question. A feature of this number is a profusely illustrated Symposium on "Rational Dress for Women," by a number of eminent American women. The publishers announce that *The Arena* will henceforth be enlarged to 144 pages instead of 128 as heretofore. This will make it the largest monthly Review published.

As to the comparative effect of the American climate on the different races of mankind, it is too early to form any very confident judgment. But this much is certain. White races are affected more than colored. Full-blooded negroes are found to be entirely exempt from some of the worst and most prevalent forms of nervous disease, and even a slight trace of color seems to be a safeguard. The Anglo-Saxon Americans are the greatest sufferers from the national disease, and especially those in higher walks of life. Females are more under the influence of this terrible scourge than males, and town dwellers than country folk. The prevalence of the more serious nervous diseases is shown to be in almost exact proportion to the congestion of population.—*McClure's Magazine*.

The February number of the *Midland Monthly* was replete with illustrations, including a fine frontispiece portrait of Samuel J. Kirkwood, and a picture of Mr. and Mrs. Kirkwood, taken when the ex-governor was 39, and never before made public. The second installment of "Beatrice," a Louisiana romance; a study of the life and character of Iowa's War Governor; stories of rare dramatic power and thrilling interest, by Eugene Schaffter and Major Byers; choice poems by Mrs. Addie B. Billington, Messrs. W. C. Kenyon, and Ellis Parker Butler; and a well written and handsomely illustrated article on the State University of Iowa; with several pages of timely editorial matter. These are the February *Midland's* chief attractions.

Outing for February opens with a curious story, "Invisible Chains," by Louise D. Mitchell. Some excellent character sketching and the strange workings of abnormal emotions, verging on insanity, lend a peculiar interest to the tale. Other prominent features of a most readable number are: "The Home of the Hulero," "The Price of a Name," "Hunting in Polar Regions," and "The Land of Josephine."



The Texas railroad commission reports a railroad mileage of 9,088 miles in that state.

The Terre Haute & Indianapolis railroad has declared a semi-annual dividend of 3 per cent.

The removal of the office of the general superintendent of the Vandalia system from St. Louis to Terre Haute was recently announced.

The Minneapolis, St. Paul & Sault Ste Marie road has refused to pay some \$23,948.95 of taxes said to be due the state of Wisconsin and suit will be commenced to forfeit its charter therefor.

The New York and Putnam Railroad Company has been incorporated with a capital of \$6,500,000. This is a reorganization of the New York and Northern Railroad Company, which was sold at foreclosure sale in December last.

The English locomotive, James Toleman, has been given several trial trips between Chicago and Milwaukee, but only succeeded in disappointing the experts who were expecting to find it superior to engines of American make.

After the usual legal delays Thomas C. Platt, of New York, and Maraden J. Perry, of Providence, R. I., were appointed receivers for the New England road by Judge Wallace, the announcement of this appointment being made Jan. 23.

The new Argentine Pacific Railway, from Buenos Ayres to the foot of the Andes, claims to have the longest reach of line without a curve in the world. The line in question is 211 miles without a curve, and has no cutting or embankment greater than two or three feet.

The Indianapolis, Decatur and Springfield is to be resold for the benefit of the first mortgage bondholders, an order to that effect having been issued by Judge Bartholomew at Indianapolis January 23 last. It was sold to the second mortgage bondholders last May, but they have defaulted on all save the first payment.

The Maine railroad commission report that of 6,332,525 passengers carried in that state, last year, only one was killed and but ten were injured, seven of these but slightly. Of the employes six were killed and thirty-one injured. It is probable that the peaceful avocation of farming was attended in the same state with a much greater number of casualties and fatalities than resulted from the operation of the 1,400 miles of railway — *Logansport Journal*.

It was reported on the 5th inst. that a contract had been closed between the Midland Terminal Company and Contractor Richard Clough for the quickest possible completion of the Midland Terminal to Cripple Creek as a broad gauge railway. The portion built as a narrow gauge will be changed to standard width. Five hundred additional laborers will be employed at once, and the grading, including tunneling, will be completed within fifty days.

Articles of incorporation of the Eastern Nebraska and Gulf Railway Company were filed in the office of the Secretary of State at Lincoln Neb., on Jan. 30, last: The incorporators are A. W. Swanitz, of New York; F. W. Kimball, of Austin, Minn., and Nebraska and Sioux City, Iowa, capitalists. The proposed line will start at Sioux City, Iowa, and proceed through Nebraska, Kansas, Indian Territory and Oklahoma, and through Texas to deepwater connection on the Gulf of Mexico.

The Central Hudson road has now a complete block system in operation from New York to Niagara Falls.

Brother J. E. Cunningham has retired from rail-roading and gone into business at 125 St Antoine street, Windsor, Ont.

On January 26th last, Judge Ricks refused to issue an order restraining the receiver of the Clover Leaf from reducing the pay of his men.

Any Brother having a copy of THE CONDUCTOR for March, 1892, that he does not care to save will confer a favor by sending it to this office.

Brother D. E. Hilgartner, of Division No. 292, would be pleased to learn the address of Frank Stevens, who, when last heard from, was running on the N. P. out of Missoula, Mont.

Prof. T. S. Parvin is anxious to secure the first volume of THE CONDUCTOR for the Masonic Library in this city, and anyone who desires to dispose of his copy will do well to open up correspondence with him.

If C. A. Towse, or any one knowing his present address, will kindly communicate with his father, J. E. Towse, care of the Omaha freight office, Minneapolis, Minn., a great favor will be conferred.

The uptown ticket offices of the New Monon and of the Cincinnati, Hamilton & Dayton, at Indianapolis, have been consolidated and Brother I. D. Baldwin has been placed in charge. Congratulations are due on this well-deserved promotion.

H. S. and H. M. Dillard, of Meridian, Texas, desire to learn the whereabouts of one Stephen F Austin, at one time conductor on the "Cotton

Belt." Mr. Austin's interests will be served by making known his whereabouts.

At the regular meeting of Palmetto Division No. 208, held Jan. 20, last, an election was held to fill the vacancy caused by the death of Chief Conductor T. A. Sellers, resulting in the election of W. E. Zeigler as chief conductor and W. A. Burnham as assistant chief.

The members of Division No. 131 join with the other railroad organizations of Little Rock in the giving of a midwinter ball. It was a decided success in every particular, and will long be held in pleasant memory by all who were so fortunate as to be present.

Division No. 230 closed the old year with a public installation of officers, including a most enjoyable programme for the entertainment of their friends. A feature of the occasion was the presentation of a splendid diamond ring to Col. W. A. Love, train master on the Chattanooga Division of the Central, showing most forcibly the high regard in which he is held by the men in his employ.

R. M. Higgs, one of the best known and most popular of the Texas & Pacific conductors, has been obliged to quit train work for a time on account of his health. In order to keep busy he has opened an English kitchen and cafe at 1610 Main street, Ft. Worth, Texas, and it will doubtless soon become one of the most popular resorts, especially for railroad men, in that part of the country.

In a letter recently received from Mrs. T. B. Broderick, of Eagle Grove, she acknowledges the receipt of the amount of her husband's policy in the Mutual Benefit Department, and returns her heartfelt thanks, not only for the payment, but for the many kindnesses extended herself and

family by members of the Order during her husband's illness and after his death.

**

We invite the attention of our readers to the advertisement of Geo. R. Fuller, manufacturer of artificial limbs, which appears in this issue. Mr. Fuller is a reliable and thorough workman, and we have no doubt his work will prove satisfactory.

**

The editor wishes to acknowledge the receipt of invitations to attend parties given by Slater Division No. 212; Horton Division No. 226; Keystone State Division No. 32; Needles Division No. 282; and of Duluth Division No. 336. Press of business has made the acceptance of any of these invitations impossible, though he would have been glad to attend them all, had circumstances permitted.

**

Congratulations are due Brother H. J. Stanley of Division No. 244 upon his recent promotion to the position of Train Master for the western division of the A. T. & S. F. Brother E. A. Beatty, of Division No. 11 has also been advanced to the position of Assistant Superintendent on the Colorado Midland division of the same road. In each instance the promotion was deserved, and it will be found to be but a step in the advancement awaiting these able and faithful workers.

**

Last August the wages of the employes of the East Tennessee, Virginia and Georgia railroad including the trainmen and shopmen, were reduced ten per cent. General Manager Hudson promised to restore their wages to the original scale whenever the business of the road would justify such restoration. True to his promise he announced yesterday that, beginning February 1, wages were restored to the old scale.—*Logansport Journal*.

**

Of the action of Conductor J. W. Atwood, at the time of the disastrous rear end collision near Linwood, Kansas, the *Kansas City Times* says: "Conductor Atwood and Brakeman Nichols were in the cupola of the caboose. The conductor was the first to see the approaching headlight of the train, and, realizing that a collision was inevitable, at once rushed to the coach to notify the passengers. He had plenty of time to save himself by jumping, but, true to his duty, he gave up his life for those intrusted to his care. The brakeman saved himself by jumping."

**

Of the many entertainments given by the dif-

ferent divisions during the present season no one has been more completely successful than that of Toledo Division No. 26, on the evening of Jan. 19 last. A brief but excellent programme opened the evening and was followed by dancing, with other amusements interspersed. The ball was a complete success, both socially and financially; which was especially gratifying since it was given in the name of charity. Much credit is due the gentlemen who gave so generously of both time and talent to secure this success.

**

On last Christmas the members of Division 180 on the E. T. V. & G., assisted by the employes in the roadway department, operators, engineers, brakemen and firemen, presented Bro M. J. Land with a handsome silver tea service, bearing the inscription "To M. J. Land, Chairman General Grievance Committee, from the employes on the E. T. V. & G. system for his noble services in their behalf." It was a testimonial of which any man might well feel proud, and will be none the less prized because so worthily won.

**

The Baltimore & Ohio passenger conductors began (Jan. 1) to audit their own receipts. Last year this system was given a forty-days' trial, and as it worked to perfection a general order was issued the last of December to take effect the first of this year. The work will keep the boys hustling. Each conductor is supplied with blanks which he is to fill out. He must enumerate the amount of cash fares, the number of single trip and round trip tickets, the number of school monthly and family tickets, and make out the total earnings of his train for each trip.—*Pittsburg Post*.

**

On Jan. 23, last, the following good news was announced by a telegram from Vinita, I. T. "Officers located the train-robbing gang, with 'Rob' Rogers as its captain, which has had its headquarters in this part of the country for months at the home of Rogers, on Big Creek, twenty miles from here, between three and four o'clock this morning, and pounced upon them while they were asleep in the house. 'Rob' Rogers and 'Dynamite Jack' were captured unhurt. 'Dynamite's' brother, 'Kiowa,' was killed, and Willis Brown was so severely wounded that his death is expected. None of the officers were hurt. This is presumed to be the band which successfully held up the Kansas and Arkansas Valley train at Seminole a short time ago and two days before made an unsuccessful attempt on the Missouri, Kansas and Texas train at Kelso."

One of the most pleasant features of the past year's work with Bellevue Division No. 134 was the presentation of a beautiful altar cover by the ladies of Autumn Leaf Division No. 12, L. A. to O. R. C. The presentation was made by President, Mrs. Jno. Myers, on behalf of the ladies, and Assistant Chief D. L. Gillespie accepted for the division. Resolutions were subsequently adopted formally accepting this elegant gift and endorsing the thanks and good feeling toward the Auxiliary expressed by the Assistant Chief. The members also took that opportunity "to express their confidence in the Auxiliary and congratulate them on their successful accomplishments, and in due return most heartily endorse the Ladies Auxiliary as an important and necessary branch of the Order." It was a most pleasant occasion in every feature and cannot fail to establish the best of feeling between the members of the two divisions and thereby add greatly to the efficiency of their work together.

* *

The London *Daily Chronicle* publishes a somewhat remarkable story as an evidence that extreme speed on railways is rather conducive to safety than otherwise. The story is as follows :

The Great Western Express, one of the fastest trains in the kingdom, came upon the trunk of a tree fifty feet long which had slid down from the embankment. A timid engine-driver, seeing such a formidable obstacle as a trunk five feet six inches in circumference before him, might have shut off steam and put on the brakes when a catastrophe would have been inevitable. Fortunately they do not employ timid drivers on the Great Western, and the engine, at a speed of sixty miles an hour, cut clean through the trunk with no worse results than a slight jolting to the passengers and some damage to the engine guards and steam pipe.

In the days of Baron Munchausen—but the trunk may have been hollow. Perhaps it was a Saratoga trunk.—*Railway Age*.

* *

The first practical test of the hydraulic tunnel which has been under construction at Niagara Falls for the past three years, was made on the 25th of January. The test afforded a practical demonstration of the new works, which have already cost nearly \$4,000,000. The Niagara Falls Paper Mill, which is the first to get the benefit of the power, is the largest of its kind in the world. Its contract calls for 6,600 horse power, one-half of which is being used now, and the cost, including the lease of the land occupied by the mill, is \$8 per horse power per year, for twenty-four hours per day, the cheapest, it is said, ever obtained. The mill is now in full operation. The hydraulic tunnel has a capacity of 120,000 horse power. The

formal opening of the general power house, where 5,000 horse power turbines will operate 5,000 horse power electric generators for the transmission of power, will take place on June 1, and it is intended to give the event a celebration at which distinguished scientists, engineers, and state officials will be present.—*Scientific American*.

* *

The esteem in which "scabs" are held by powerful corporations was beautifully illustrated in the tragic death of the unfortunate fellow who was burned up in the Fairview wreck. The remains were thrown into a box and were utterly ignored by the company. They were kept a week before the township authorities were moved by compassion and buried them. The company he had sacrificed his life to help ignored his remains; the people ignored them because they were once animated with obnoxious principles; the authorities spurned them because of the expense of interment, and nobody had the least respect for them which were once imbued with attractive manhood. This poor fellow was once a mother's joy, a father's idol. When fortune smiled on him his friends were numerous, but when the tempter approached and he fell, he was forsaken by all. He became a thief; and yet, while he forfeited the esteem of his employer, he still had friends. He became a drunkard; yet he had someone to recognize him. He became a consort of fallen women, yet even they pitied him; but when he became a "scab," through circumstances which he could not control, everybody despised him in life—loathed his charred remains in death.—*Elmira Telegram*.

* *

NEW TIME BOOK.—Our advertisers—The Farrand & Votey Organ Co. of Detroit, Mich., advise us they have just issued the new edition of their "daily memorandum calendar" for '94. It makes an excellent time book for railroad men, and will be sent to any address upon receipt of ten cents. It is claimed to be the best of its kind published, and is indispensable to the laboring element. This company has been awarded the gold medal and highest award at the Columbian Exposition, and for those contemplating purchasing organs, we would urge that they correspond with Farrand & Votey and get their prices.

* *

The receivers of the Northern Pacific have recommended that the request of the Yellowstone Park Association, asking for the adoption of the contract made with the road in 1889, be granted. The road is making nearly \$70,000 a year out of the contract with the park association.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, February 1; Expires March 31, 1894.

Assessment No. 276 is for death of J. E. Reed, Dec. 15.

BENEFITS PAID DURING JANUARY.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	CERT. NO.	DIV.
622	272	\$3,000	Death	Wm. Kerwan	Typhoid Fever	C1201	176
623	272	3,000	Death	W. T. Cherry	Hemorrhage	C5085	38
624	272	3,000	Death	T. B. Broderick	Kidney Disease	C1784	164
625	273	1,000	Dis.	M. F. Lynch	Loss of Arm	A1192	205
626	273	3,000	Death	Wm. Thompson	Accident	C4081	145
627	273	3,000	Death	Jno. Shultz	Phthisis	C3244	143
628	272	3,000	Death	A. G. Tunison	Cirrhosis	C3928	
629	271	1,000	Death	A. G. Herrick	Accident	A585	37
630	274	3,000	Death	J. I. Demarest	Nephritis	C3793	104
631	274	2,000	Death	A. L. Martin	Pneumonia	B407	3
632	274	2,000	Death	W. A. Sigal	Accident	B983	313
633	274	3,000	Death	Geo. Hitesman	Consumption	C3558	181
634	274	1,000	Death	B. E. Cunningham	Accident	A379	301
635	273	1,000	Death	Wm. Alsip	Accident	A4275	165
636	273	1,000	Death	D. M. Carr	Congestion	A2708	302
637	273	3,000	Death	S. Oaks.	Paraplegia	C3429	119

NUMBER OF MEMBERS ASSESSED.

Series A, 4,354; Series B, 2,533; Series C, 4,935; Series D, 369; Series E, 96 Amount of assessment No. 276, \$26,181. Total number of members 12,544.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to December 31, 1893.....	\$1,431,876.50
Received on Expense Assessments to December 31, 1893.....	25,995.00
Received on Applications, etc., to December 31, 1893.....	25,155.00
	\$1,483,026.50
Total amount of benefits paid to December 31, 1893.....	\$1,420,376.00
Total amount of expenses paid to December 31, 1893.....	56,519.42
Insurance cash on hand December 31, 1893.....	6,131.08
	\$1,483,026.50

EXPENSES PAID DURING DECEMBER.

Postage, \$120; Incidental, 35c; Salaries, \$374.19; Fees returned, \$10; Stationery and Printing, \$176.50; Legal \$75. Total, \$756.04.

The above amounts were paid out during the month but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 272 to January 20.....	\$23,698.00
Received on Assessment No. 273 to January 20.....	12,011.20
Received on Assessment No. 274 to January 20.....	11,736.00
Received on Assessment No. 275 to January 20.....	2,242.00

WM. P. DANIELS, Secretary.



OBITUARY

Fitzgerald.

In the recent death of Bro. James Fitzgerald Duluth Division No. 336 has lost one of the brightest and most promising of its younger members. Deceased was a warm supporter of the Order and a faithful worker in the cause it advocates. His manly qualities of mind and person and his companionable nature made him a general favorite and made his death an unusually grievous burden. At the last meeting of the Division resolutions were passed condoling with the family in their great grief.

Boyce.

Bro. Jerome C. Boyce, of Palmetto Division No. 208, was killed while coupling cars at the depot in St. Augustine, Fla., Jan. 5 last. At the time of his death Bro. Boyce was in the employ of the Jacksonville, St. Augustine & Indian River Railroad and was one of its most trusted employes. He was about 37 years of age and left a widow in Savannah and an aged mother living in Charleston. To both of these bereaved ones will go out the sincere sympathy of the entire Order. The funeral was held in Charleston and was largely attended. Bro. Boyce was not a member of the Mutual Benefit Department.

Fletcher.

Bro. James Fletcher, Past Chief Conductor of Division 278, has been bereft by the death of his son, Edgar L., aged 22 years. Resolutions expressing the sympathy of his Division were passed at a subsequent meeting.

Webb.

At a recent meeting of Friendly Hand Division No. 125 resolutions were passed expressing the sorrow of the members at the death of their Brother, J. K. Webb, and their deep sympathy with the afflicted family. Something of the esteem in which Bro. Webb was held by the community at large is shown by the following tribute from *The Andrews Signal*: "No death has occurred in this city for years that seemed to touch the universal heart so deeply and create so profound a feeling of sorrow as did the sudden and shocking taking off of Brother Webb."

Sellers.

Palmetto Division No. 208 has suffered a grievous loss in the death of Chief Conductor T. A. Sellers. The Charleston *News*

and *Courier* gave the following account of the accident causing his death: "Conductor T. A. Sellers died at his residence in Elizabeth street last evening at 8 o'clock. Last Monday Capt. Sellers, who was in charge of a Charleston and Savannah Railway train, got his arm badly mashed while coupling two cars at Hardeeville. Though his injuries were severe, he refused to leave his position and carried his train into its destination. He caught cold in his wounded arm and has been growing steadily worse ever since. At last it became necessary to amputate the member. This was done, but Capt. Sellers' life was not saved. He died last night of blood poisoning. Conductor Sellers was born at Yemassee, Hampton county, on the 11th of October, 1855, and was consequently 38 years of age. He had been connected with the Charleston and Savannah Road for sixteen years. He served the company well in many capacities and finally rose to be a conductor. He was a member of the Order of Railway Conductors and had just been elected Chief of Palmetto Division of the Order in this city. He leaves a wife and several small children, who were dependent upon him for their support. Conductor Sellers was a man who was highly respected and fully trusted by his employers, he was extremely popular among his fellow railroad men, and he had a large circle of friends and the esteem of all who knew him."

Benson.

At the regular meeting of Division 344, held Jan. 22, 1894, the following resolution was unanimously adopted: "That the Division tender its heartfelt sympathy to Bro. R. Benson and wife in their sad bereavement in the death, on Jan. 13, of their youngest daughter."

Kelly.

On the 10th of January last the home of Bro. L. O. Kelly, of Division No. 103, was made desolate by the death of his daughter, Lizzie May, aged 10 years. Little Lizzie was an unusually bright and winning child, beloved wherever known, and her death brought a personal sorrow to many friends outside the family circle. At a subsequent meeting of the Division resolutions were adopted expressing the sympathy of the members with the bereaved father and mother in their great loss.

Sayre.

Bro. M. L. Sayre, of Des Moines Division

OBITUARY.

No. 38, died at his old home in Hutchinson, Minn., Jan. 1 last. Bro. Sayre had been a member of the Order about nine years and was among the first in the performance of the responsibilities thus undertaken. He had been in the employ of the Des M. & K. C. Company more than 11 years and was regarded as one of its most efficient and reliable men. For some years before his retirement from active service he suffered from consumption and finally fell a victim to the ravages of this insidious disease despite every aid the best medical minds could suggest. The funeral was held in Osceola, Iowa, and was attended by friends from all portions of the state and by many of the members of his Division. Resolutions expressing the sympathy of the Brothers of Division 38 with the sorrowing wife, mother, brothers and sisters, were adopted at the meeting on Jan. 28.

Justice.

Bro. Jno. Q. Justice, of Indianapolis Division No. 103, has been bereft by the death of his loving and devoted wife. At a meeting of the Division held on the 4th inst. resolutions expressive of the sympathy of the members were adopted.

Death.

At the regular meeting of Division No. 103, held Feb. 4, resolutions were adopted expressing the sincere sympathy of the members with Bro. I. M. Heath, in the loss of his beloved wife.

McKelvey.

Brother Thos. P. McKelvey, of Allegheny City Division No. 314, while coming into Leetonia, Ohio, on the night of Jan. 9, fell between the cars of his train and received injuries from which he died within two hours. He was buried at Leetonia, the home of his boyhood, and a large concourse of friends attended the funeral, thus paying the last tribute of respect to the memory of their departed friend. In Brother McKelvey the Order loses one of its most valued members, who will be mourned by all. The sincere sympathy of the Division was extended to the sorrowing relatives.

Printz.

Bro. Wm. H. Printz, of Sunbury Division No. 187, was killed at Alensgrove, Pa., Jan. 10 last, while in the discharge of his duty. By this death the Order loses a faithful and zealous member, the Brothers a true and tried friend and the road one of its most valued employees. The sympathy of all the Brothers will go out to the sorrowing family in their hour of deep bereavement. The funeral was attended by a great number of friends from a distance, a special train being provided by Supt. Reed for their accommodation.

Vaughan.

At the last regular meeting of Lincoln Division No. 209, resolutions were adopted expressive of the sorrow of the members over the death of S. B. N. Vaughan, the beloved father of M. L. Vaughan, district operator of the Wabash railroad, and a warm friend of our Order, and extending their sympathy to the members of the family in their heavy bereavement.

Boylan.

At Wilmington, Del., December 20, occurred the death of Mrs. Mary E. Boylan, wife of Robert E. Boylan. Brother Boylan is Assistant Chief Conductor of Division 224. At a subsequent meeting of the division, resolutions were passed, expressive of the heartfelt

sympathy of the division for their Brother in his time of sorrow and affliction.

Galvin.

On Friday, January 4, Bro. Geo. Galvin, of Hollingsworth Division No. 100, was called upon to mourn the death of his beloved wife and the mother of his little girl, now in her fourth year. The entire order will join with the home division in sympathizing with Brother Galvin in his great loss.

Cannon.

Jesse L. Cannon, the Evanville and Terre Haute brakeman who was injured in the collision between a passenger train and freight train at Vincennes, Ind., November 23d, died after several weeks of suffering. At the time of the collision Cannon was lying asleep in the caboose of the freight train. The engine of the passenger train plowed into the caboose and Cannon was afterwards found by the trainmen on top of the cab of the engine. He was cared for first at Vincennes and then sent to his home in Evansville. His injuries were not at first thought to be fatal, but it at last became necessary to perform an operation, which resulted in his death. The remains were taken to Madisonville, Ky., for burial. Mrs. Cannon and family, who are now living at Madisonville, have the sincere sympathy of the Order.

McDonnell.

The hall of Division No. 192 is draped in mourning in respect to the memory of Bro. Rory McDonnell, a highly esteemed member of our Order. The sympathy of the Division with the grief stricken family was expressed in resolutions adopted at a subsequent meeting.

Mabie.

The members of Fisher's Peak Division No. 247 most sincerely sympathize with Bro. E. S. Mabie and wife in the great sorrow that has come into their home through the death of a dearly loved child. Resolutions of condolence were adopted by the Division at a meeting held on Jan. 12 last.

Daly.

Ida B., wife of Bro. M. L. Daly, of Bluff City Division No. 308, died at the home of her mother in Mt. Carmel, Ill., Dec. 29 last. The members of his Division deeply sympathized with Bro. Daly in his great loss and gave expression to that sympathy in resolutions formally adopted at the next regular meeting.

Joyce.

For the fourth time the grim reaper, Death, has visited Division 160, his victim in this instance being Bro. Edward Joyce. Bro. Joyce was taken sick on Jan. 27 with pneumonia, and although everything that medical skill and loving hands could do was done for him, it was all in vain. He grew rapidly worse, and at 11 p. m. Jan. 31 passed away, while around his bedside were gathered his parents and brothers and sisters. Bro. Joyce was buried at 10 a. m. Feb. 3 from St. Mary's Catholic Church, members of Wyoming Valley Division 160 acting as pall bearers and flower bearers. The funeral was attended by many members of B. of L. E., B. of L. F. and B. of R. T., and others who had worked with him during his time of service on the L. V. R. R. Deceased was loved by all who knew him, and those who knew him best loved him most. In his death Wyoming Valley Division No. 160 has lost a true and worthy Brother, and his family an upright and loving son and brother. The members of the Division extend to the family of their deceased Brother their profoundest sympathy in this their great bereavement.

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NO. 3.



CONTRIBUTED.

BREAD'S BONDS.

BY FRANK A. MYERS.

CHAPTER V—AN ACT OF CONTRITION.

A week had passed since the event recorded in the opening chapter of this true story, and the time had arrived for a second secret meeting in the little dingy room at the top of the flight of rickety stairs. The poor oil lamp cast a sickly, flickering ray over the brave-hearted men assembled there, just as it did before.

One by one the men furtively stole up the shakily, creaking old stairway, in order to avert suspicion. Robinson and Wilmer were there in all their virile powers.

The whole conduct of Sam Carey, from the very first meeting they held to the present moment, was minutely and graphically recounted by Wilmer. There was not a little burst of contempt and indignation for him, when they heard that he had told the railroad company all about their secret meeting. They listened with disdain to the proposal of a confession from him on the ground of their forgiveness. For his part he was willing to receive him with open arms, if he came in a truly contrite spirit and appealed for mercy. Tillie was in his heart, a regnant queen over his words and moods. He would never misbehave by word or act toward her—never!

"God made Carey out of the fragments left after making the toads and snakes," exploded Robinson in his characteristic way.

"The more reason, then, for us as sensible be-

ings to overlook his shortcomings and forgive him," returned Wilmer quickly and pointedly.

"There's no credit to us as sensible beings in bargaining with a fool," replied Robinson.

"Then still the more reason to forgive him," insisted Wilmer, with parity of reasoning.

"A fool has no mind with which sensible men can deal," said Robinson, sarcastically.

"Then the *only* thing to do is to forgive him," repeated Wilmer, in a genuine spirit of honor.

"Answer a fool according to his folly, and throw a biting dog a bone. I mean to say I agree with you, Wilmer." Robinson smiled good-humoredly and twisted his moustache.

At that moment the door opened. Everybody looked that way. In walked Sam Carey. He stood demurely just behind the door. The surprise that robbed every face of its smile cannot be conceived from the cold, still words on this page. Even the eyes of Robinson and Wilmer were a little larger. But if Mr. Wilmer reads this story he will not confess to the truth of the statement. Carey was the coolest man in the room.

"Gentlemen," he began, in a very natural but a little strained tone of voice, while he rammed his hands a little deeper in his pockets and shifted repeatedly from foot to foot, "Gentlemen, I'm as black as I'm painted." These words fell upon a dead silence, like that in a deserted ice palace.

and the very echo of his own words struck his ears like the sound of soulless, clanging metal. Every eye was riveted on him. But he was brave. They had misestimated Sam Carey a little, and his first words, a brave confession, convinced them of that fact. "I've come," he continued, "to confess my sin, and ask your forgiveness for it. You doubtless know what I have done. I've come to join you and fight for the right—the only way I know in the world how to remedy what I've done. Yes, I've told the railroad officials on you, and I was a big fool for giving away my friends. I watched for this meeting and laid my plans to come in here boldly this way and confess and ask your forgiveness. I did not know how you would receive me, and would not blame you if you threw me bodily out the window. I deserve it. But I was radically wrong. I've come to join you. I ask you to put my name down with yours as one of you now and on."

"Bravo!" shouted the manly Robinson.

Wilmer ran to him and caught his hand in delight, and led the penitent offender into the better light.

"Here is an erring young man who has nobly confessed. The manner of his confession makes it sincere. I believe him, forgive, and accept him." Wilmer was never more in earnest.

Carey was voted in. This hearty reception reassured him, and he felt easy. Then he sat down on a box and William D. Robinson arose and said:

"To err is human, to forgive divine. We take you, Mr. Carey, not on probation, but on confession, and receive you into full fellowship. We must stand together," warming up a little, "and fight valiantly for our share of the profits of our toil. Sirs, the time is at hand when we must *agitate* for our rights. It must not be a warfare of arms and blood, but a contest of brains and brawn. We are defrauded boldly of our earned profits, because we submit like whipped curs. We are *not* down; we are *not* under; and time will show that *we—we laboring men*—are the power of the earth, the brains that keep the wheels running. And must we submit as underlings, as hirelings, as slaves, because the powers that be tell us to fall down before the god, money? Never! *never! NEVER!* Bread's bonds are almighty, and the fight for a job a mean one, but we must *never* sacrifice our manhood, *never* surrender our divine rights, *never* bow the cringing knee that thrift may follow fawning, *never* yield to the effeminate whisper of promotion at the sacrifice of our fellows. God knows our toils are hard and our rewards insufficient, and if we

would not be robbed always of our own we must contend for it. As for me, I intend to battle for the good of labor and the cause of justice as long as the sun shall give light to the eye, as long as the air shall give breath to breathe, as long as the blood shall course in my veins. Labor must be lifted out of its thralldom into the sunlight upon the heights, must be freed from the nightmare that curses it, must be made manly and self-respecting. Bread's bonds must not be galling, they must be as light as the golden chain around the neck of the lover in Scott's *Lady of the Lake*. Let us be a band of brothers, and let the universal brotherhood of man be our high aim. Eternal vigilance is the price of liberty, and cooperation is the everlasting law of right. I am in this thing not for fun, but for justice. Men and brothers, we must save ourselves from ourselves, and unless we have the courage to demand boldly our own we deserve to lose it and be slaves—slaves to a horde of petty tyrants. I am an American king—we all are—and I propose to do a little reigning over myself in the future. God's curse in the Garden of Eden imposed the bonds of bread upon us, but not the rule of money over us. *Let us be free!*"

This magnificent, clear-cut speech electrified every soul in the smutty little room, and every man clapped his hands in eloquent applause. Sam Carey leaped to his feet and shouted, without control:

"Amen!"

Wilmer grabbed Carey and then went over into run to Robinson, who had sat down, and almost shook his arm off at the shoulder, so enthusiastic was he.

"An inspiration!" he gasped; "the best speech ever uttered, not even excepting Lincoln's at Gettysburg."

There was a general, old-fashioned Methodist love-feast in that little circle of devoted men for a short time, and it is quite possible that Robinson's condensed, meaty little speech expressed the general cause of labor as well as has ever been done—before or since. It is one of those little gems that needs to be studied. But he did not think he had uttered anything very eloquent. He was so full of his subject that these hot words fell from his lips in a most natural way.

Everybody shook hands and smiled in absolute gladness. They walked about among each other and shook hands half a dozen times. The speech made way for liberty. It was an indissoluble bond of union.

Finally they resumed business, and settled in to a suggestion of methods as to how they would

avert the impending crisis of Carey's imprudent disclosure to the railroad officials.

Carey proposed to go to the company and tell them he had lied on these men, but they would not consent to that, because such a step would be useless and would do no good whatever. They did not feel able to cope as yet with the company in an open rupture and contest, and they finally decided to await developments and perhaps a remedy would suggest itself. They that hesitate are damned already.

"I am for war, war to the hilt," said the impulsive Wilmer, striking his arm into the air.

"It is bound to come; the war is inevitable," said one of the men.

"If the company discharges us because of these meetings, it is simply the methods of the Inquisition operated upon labor," remarked Wilmer, boldly.

"We've no rights they are bound to respect, that is all," observed Robinson.

"It means the curse of money-power for us to meet in our own interest," said Wilmer, in an angry hiss. "Labor dare not lift its head but it is struck as if it were a hydra-headed monster. We dare not educate ourselves in our own behalf, or we are incarnate devils. Our bread is taken from our mouths if we attempt to rise above the groveling plane of ignorance. God, how greatly has labor fallen from its high estate. Who and where are we, anyhow? What am I?—a slave? By the eternal gods, no, a thousand times *no*."

"Bravo!" shouted Robinson; "A noble speech."

"A true defender of the faith," said Carey.

They continued in this informal manner, like a running debate in Congress, for some time, and everybody joined in it. It was a school of a very high order.

When they adjourned it was very late.

Carey found out who his real friends were. He saw what a fool he had been. Belle was wiser than he was.

CHAPTER VI—COME UP HIGHER.

The next evening Sam Carey went direct to the home of Belle Grayson, a cozy house nestled in a picturesque place. He had a message for her and it was burning in his heart like unexpressed love. Indeed, it was a message that meant restoration and a happy future. Belle would now receive him again.

But just as he reached the gate George Wilmer and Tillie Dillingham approached from the opposite direction. They met him there, and both very cordially greeted him—Tillie with more warmth than ever before. And then he knew that George had told her.

At that moment Belle, who had heard Tillie's voice at the gate, bounded off the veranda and ran down the brick walk to meet her. In the gathering shadows of evening she could not distinguish the two gentlemen, and when she reached the gate she first saw Sam and then George. It gladdened and yet hardened her heart, like a lump of lava, to find Sam there. With the frigidity of an iceberg she said to him, though she was mightily tempted not to speak to him at all:

"Good evening."

Sam saw, felt and understood, but he thought that when she knew the whole truth her icy exterior would melt away like frost in the sunshine. He returned her cold salutation a little stiffly, too, because he felt perfectly secure in his position when she knew all. Her request, or rather peremptory command, had been complied with, and he was heartily glad George was there to confirm his story. George's confirmation could not be denied.

"O, Tillie; I'm so glad you've come," turning away from Sam, who stood mutely by. Tillie and Sam exchanged knowing smiles. "And you, too, Mr. Wilmer."

"Thanks," George returned quietly.

"Come in, Tillie and Mr. Wilmer," said Belle, in a very cheerful tone.

"Belle," said Tillie, a little shocked at the very open slight to Sam. She looked at Sam to see how he took it. As well as she could see in the deepening gloom, she thought she observed a comical smile on his face. Belle paid no attention to the rebuke, but held the gate open for them to enter. George walked close to her and said, *solo voce*:

"Bid Sam to come in. It's all right."

Sam of course surmised what George said.

"I guess I'll invite myself in," broke forth Sam in a laughing mood, and he walked in also. But Belle, firm as a rock, did not invite him in. She led the way to the veranda, where she put out chairs to all but Sam, and he deliberately sat down upon the top step and putting his hat by his side, awaited his opportunity.

"Belle, have you and Sam fell out?" said George, teasingly.

"Yes," curtly. Her tone made George laugh outright. Even Tillie and Sam smiled.

"I believe you all have some joke," she declared, pretending to be pleased, because that is the best way to meet a jesting mystery.

"We have, replied George," again laughing.

"You are concerned in it," laughed Tillie.

"I'm going to get angry because you won't tell me," covering her pretty face with a mimicking pout.

"I'm sure you would be tickled, if you knew just what we do—Sam, too," remarked George, in a rollicking manner. Belle half suspected now, and she actually laughed in delight, taking a sly glance at the Sphinx-like Sam, who sat quietly tweaking his nose and looking out into the dark street.

"Please tell me, if it is good, and let me enjoy it with you," she pleaded, in a jesting manner.

"The joke is on you, Belle," and Tillie laughed in jolly earnest.

"This is all at my expense," remarked Belle, as gayly as she could. There is no argument against a jest or a laugh any more than there is against a cyclone.

"Of course it is," boomed out George. Sam enjoyed all this exceedingly, for he knew very well how it would end.

"I'd like to know."

"On one condition," said George.

"Name it."

"That you beg forgiveness of Sam for mistreating him this evening."

"I don't see how *you* can be a friend to him."

"Because he is *my* friend."

"Yes," very ironically.

"Well, he *is*."

"I told him not to come here any more. A traitor is not wanted here." Belle said this bitterly. Sam grinned good-humoredly.

"But he's repented," said George.

"Repented, how?" doubtingly.

"He came to us last night, openly confessed before all what he'd done, begged our forgiveness, and enrolled his name as one of us," said George, a little rapidly.

"Did you do that?" inquired Belle, turning abruptly to Sam. He spoke for the first time.

"I did." This was uttered humbly and quietly. Belle sprang from her seat, hurried to him, and taking his hand, said passionately and inexpressibly fondly:

"Give me your hand."

He extended it to her.

"Nobly done. Welcome to my home. I humbly beg your pardon. Come up higher and have the seat of honor among us."

His fingers tightened over hers as he was led to the chair she had just occupied. There was a thrill of sweet, indefinable pleasure to both in this touch of the hands. Moreover, Belle was so sweetly glad. Sam had done the right thing and redeemed himself to his fellows and friends. This was as if the very lid of heaven had been lifted off to Sam. For the moment his bright visions of the future were undimmed by any shadows, and life seemed an ineffable glory.

The clouds had gone from Belle's love-sky, and the sun, apparently as fitful as the sun in Hafed's world of chance, shone out nearer and brighter than ever before. How sweetly, grandly noble Sam had done. She had sent him away, but he had come back to her again a better man. She saw the beauty of the joke now, and she said as she sat down in another chair:

"It *is* a splendid joke."

"I'm glad you think so," said Sam.

"So are we all," chimed in Tillie.

"This is an occasion when it is good to be here, to borrow a phrase from an old-fashioned Methodist experience meeting," burst in George, in an impulsive, rollicking key.

"You have come back a man," said Belle, who was experiencing a little foretaste of the sweet by-and-by.

Tillie thought Sam a real hero, but George was a bigger one. And Sam experienced the ineffable joys of one who is lionized by his immediate friends. Drake did not feel the joys of writing anonymous poetry and exciting the talk of the town more keenly than Sam felt on this occasion.

"I have done as you said," replied Sam.

"O, I see," cried George. "You bought a love by your action. It was worthy of your confession, Sam."

"I see more and more clearly where my friends are now. Belle, with a more unerring sense of right than I possess, saw the right from the first. I shall never forget the lesson of her unerring instinct." The gratitude of a devoted love induced Sam to speak this very solemnly.

"Belle knows a thing beforehand," said Tillie. The connection of her remark was not lost to the rest, for George responded quickly:

"She perceives the right before the rest of us can think."

"This is all too personal," laughed Belle, "and I'm forced to say it's all fulsome flattery, a sort of sweetened water of the very modern kind."

"It's the very best we've got in the shop," replied George, with the greatest good humor.

"In finding my friends I found myself," said Sam, who was so absorbed in his own pleasurable feelings that he could scarcely enter into the playful conversation of the others.

For more than two hours they sat upon the veranda, in the suggestive shades of night, and talked of very many things, but always came back to the very prolific theme of Sam's confession. It was one of the happiest evenings of their lives, and in after years was a sweet recollection in dreamy hours. There are just such beautiful scenes hung upon the walls of the mem-

ory of everyone, bright, particular events that stand out prominently above everything else.

Sam did not depart when George and Tillie did. He had in his heart fond words that he desired to express to Belle. You know what they were, kind reader. It was natural that he should linger. Belle knew.

And when he asked her "to be his," in her frolicsomeness she burst out into a fit of laughter and gurgled forth:

"You must not—I positively forbid you asking me that question again for six months."

"Why, Belle?"

"Because."

"That's a woman's reason."

"And I am a woman," still laughing. It was a laugh like the happy trill of the morning lark.

"But, Belle——"

"Not again for six months."

Sam had a vivid recollection of how she summarily dismissed him not long before. He meekly bowed under the rod.

TO BE CONTINUED.

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. FREEBLES.

CHAPTER VI.

The gloomy twilight of day faded into the absolute darkness of night, but still the visitors slept. Under the dense foliage of the over-hanging branches the moon and stars were but visible. If the mountain traveler be a lover of nature, if his soul can be moved by the grand panorama of creation, the night is never long nor tiresome. Stretched on his blanket, with upturned face, before his eyes glisten the countless worlds of unfathomed space; beauty shades into grandeur; grandeur into sublimity, while imagination wanders from star to star asking questions that reason throws back unanswered, until weary of the repulse imagination throws off the reins, and answers its own problems in its own way. This star is inhabited by a race of superior beings that have solved all the problems of life and nature; knowing all things they are perfect in all things; that shining orb must be the meeting place of the disembodied from the earth; there advancement is the law; there—but here oblivion comes, dreams replace musings, and the morning sun awakens to another day of stern reality.

Socialist was nodding over the fire when a hand was placed gently on his shoulder, and the voice of the elder guest aroused him.

"Friends, this is imposing on your kindness; we have used your blankets and you have suffered from the cold."

Our friends hastened to prepare food. When placed before him the stranger did not change his seat by the fire, but with a courteous bow asked Socialist to please hand him a mouthful of the brown bread. He wonderingly complied. Having received it, their guest held it caressingly in his hand while he continued remarking on the darkness of the night and the gloom of the for-

est. Finally he placed it slowly in his mouth and masticated it in a leisurely manner. Onetax, who watched him with surprise, said bluntly: "I thought you had eaten nothing for three days!"

The other smiled gently, as he answered, "I pray Heaven, my friend, you may never suffer the pangs of hunger that I am enduring at this moment."

After he had eaten a few mouthfuls of the bread in the same slow and deliberate manner, he expressed himself as satisfied for the present and again thanking them for their hospitality, said: "I am ready to account for our being lost in this desolate waste."

Both assured him that they did not wish to intrude upon anything he might hold secret, and claimed no right to demand an explanation.

"I have nothing to conceal," he answered, "especially from you, who have so kindly sheltered us. Our name is Anarchist, and as my brother frequently mentions the matter, I may add that our family claims to be of ancient descent, genealogists indeed say they can trace the family, under various names, back to the earliest dawn of civilization."

"May I ask," interrupted Onetax, "the given name of yourself and brother?"

"My name is Philosophic, that of my brother is Revolutionary."

"I thought so," whispered Onetax to his friend, "I have heard of them often."

"My brother and I, although agreeing mainly in principle, differ much in details, especially in regard to methods. He, unfortunately, is selfish and rash, frequently his manners are harsh, and on this account those who do not know him well are apt to be mistaken concerning his disposition.

which is kindly and generous. Unfortunately our differences have caused us many disagreements. It has long been the chief desire of my life to explore this forest and to assist the suffering giant; but I knew the foolishness of attempting either without ample preparations. A week ago my brother came to me in a state of extreme excitement; after upbraiding me with coldness and timidity, he rushed violently away, declaring he would do something to relieve the misery of the victim of this waste. I hastily collected a few necessities, and knowing that he would rush into the forest without any preparations, I feared his rashness could only lead to his own destruction.

I had no difficulty in following his footsteps. He ran to the pleasure grounds on the edge of the forest, and had shouted to the crowd there, 'the giant will be free, your cruelty and injustice upon your own heads.' They supposed that he was an escaped madman, and thinking I was his keeper, hoped I would soon capture him, as he was certainly a danger to general society. Many even accompanied me, offering their assistance, but when we came to the end of the beaten paths none would venture further into the forest. I wandered aimlessly through the forest the entire day, calling his name, but could find no trace of him. It was almost night when I heard him shouting in front of me, and hurrying through the bushes as rapidly as possible, I came to the edge of the beautiful clearing that Labor has constructed under the direction of his task-makers. There I saw my brother uprooting the flowers, and breaking the statues. A few armed men stood watching him, shouting for him to desist, but they seemed afraid to approach; and as I stepped into the enclosure they warned me to beware of the madman, as they were waiting for reinforcements to arrest him."

"Strange," interrupted Onetax, "when we saw the place there was no one about."

Paying no attention the speaker continued, "I could not prevail upon him to desist nor to leave the place; indeed he acted, for the time, like a person insane. It was now almost night, and I heard the tramp of armed men, and heard the cries 'Arrest them both!' Rendered almost desperate I seized him in my arms and dragged him from the spot." Here the speaker paused and looked earnestly at his listeners, but as neither spoke, he continued. "To my surprise he yielded, and instead of further resistance grasped me by the arm and we hurried into the forest where we were soon safe from all pursuit. Indeed the guards made no attempt to follow. But I had lost my provisions in the struggle. We wandered the whole night,

and for two days we have been lost and starving until providence kindly directed us to where we heard your voices, and—and—" The pause was followed by evident signs of embarrassment, and he struggled with painful emotions that the recital had caused. Instinctively both hearers felt there was something back, something that he had not yet revealed. Several times he started to speak, but checked the utterance. Finally he said slowly, and as if speaking to himself, "Conscience has stings that make physical sufferings unfelt."

"Oh, friends," he continued^{*} appealingly, "what sufferings can equal the pains of remorse! To have the reasonings of years overthrown by a moment's action! To build a temple of truth by the effort of a lifetime, and see it crumble at a touch! To found a theory of the right that a moment's practice overthrows!"

Here his emotions entirely overcame him. Throwing himself on the ground he covered his face with his hands and sobbed convulsively. It was the complete abandonment to grief. It was the agony that tortured the soul until nature gave way.

Onetax, with his natural impetuosity, endeavored to console the sufferer with the usual exclamations that such a scene invariably calls forth. "Take courage! Do not give way! This is wrong!"

Socialist, with a deeper insight into this strange character, with a better knowledge of the extremity of grief, knowing, also, that this was but the culmination of the storm and nature's safety valve, silently knelt and drew the head of the grief stricken man gently to his breast; he said no word, but the gentle pressure of his arms spoke stronger sympathy than words. Oh, Divine power of sympathy, the inner language of the soul lies deeper than the tongue can reach, actions interpret them better than words.

The very violence of the hurricane insured its short duration. Such storms of anguish must soon pass away or the spark of life is extinguished by its force. Soon the violent sobs gave way to gentle moans, the convulsive shudderings ceased, and leaning on the breast of the kindly friend who held him in his arms as a mother soothes a crying child, he gave way to silent weeping. By degrees even this ceased, and finally he raised himself, disengaging his body from the protecting arms of Socialist, stood composed, but with the blush of shame that naturally mantles the face of a strong man that knows that others have witnessed his surrender to the weakness of tears. He attempted to speak, and murmured intelligible thanks to his consoler, but ended in grasping

his hand for a moment and turning away. In a few moments he returned calm and composed, and with a collected manner, but with a voice that trembled, said, "I could not have imagined that I would completely give way to grief, but nature cannot be outraged."

"Friend," replied Socialist, with a kindly pressure of the hand, "do not apologize. do not even call it weakness. I know not the cause of your grief, nor would we intrude by asking its cause, but I know that nature does not give way to trifles, furthermore," he added, with an assuring smile, "I would wager that this is the first time in your life that grief has gained such complete mastery of you."

"I thank you," while a sad smile gave a wonderful charm to his countenance. "I believe that it is the first time since childhood that tears have so thoroughly moistened my eyes. But I insist upon confiding fully to you the cause; your kindness and sympathy demand my fullest confidence. I cannot admit, even to my own conscience, that my theory of life, my idea of virtue, my conception of right, have been founded on fallacy; although my brother insists that my own action has proven it. Surely," he added as if speaking to himself, "my own conscience was enough without outside upbraiding. You may remember of my telling you that I grasped my brother and hurried him away from the park." Here he raised his eyes and seemed surprised to see no condemnation in the faces of his hearers. "Perhaps you do not understand," he stammered. "Do—you—not—see—I—used—force?" He turned his face away, but looked again into their wondering faces and said simply: "Perhaps I could not expect you to fully understand; but—but," with a tremble in his voice, "it was a violation of my whole theory of right and wrong."

Onetax felt a strong inclination to laugh, but a look at the pained face of the speaker prevented him. Looking at his friend he was surprised to see that Socialist with a face almost as serious as the other grasped his hand, saying: "Say no more, friend, the subject is too painful, but believe me, I fully sympathize with your sufferings and the cause."

A prolonged yawn from the resting place of the other sleeper, here gave evidence that he was at last awake. He approached the fire and at sight of the remains of the meal his eyes glistened like a hungry wolf, and without a word he grasped the bread. "Eat, friend," said Onetax, "you are welcome." If the travelers had been surprised at the moderation of the elder they had equal cause for astonishment at the voracity of the younger, who gave all the signs of being fam-

ished; and swallowed rather than ate the bread the two provided. The elder endeavored in vain by signs and gestures to restrain his actions, the other paid no attention until he had finished all before him, when he said with a scowl: "A man who cannot carry into effect his own principles, need give me no advice." Philosophic (we will hereafter give the brothers their names) blushed, but made no reply, while Onetax, who fully understood the allusion, muttered, "infernal brute."

CHAPTER VII.

The following morning when our two travelers awoke they found that Philosophic had left his blanket at the first glimmer of light, had rekindled the fire, cleaned the tin plates and cups, and the preparations for their morning meal were already finished. Revolutionary still slept, but his brother aroused him, and after the four had bathed in the cool water of the little stream they seated themselves on the grass and commenced breakfast.

In spite of the attempted cheerfulness of Socialist and the light sallies of Onetax, an evident air of restraint hung over the party that these efforts seemed to deepen rather than dispell. The languid air and haggard countenance of Philosophic showed plainly that he was still suffering from his recent exposure, and Socialist chided him gently for his exertions, saying that he must consider himself as a guest, and at the conclusion of the meal insisted upon his resting while the others cleared things away.

Revolutionary had scarcely spoken during the meal. Several times he had started to his feet as if to speak, but had shook his head, muttered to himself, and moodily resumed his seat, when he would look inquiringly, but with a suspicious air, from one to the other; as if searching for encouragement from their faces. It was evident that he was strongly moved to unbosom himself of some plan, but restrained himself through doubt as to the approval of the auditors. The meal over, he strode to and fro on the bank of the stream with drawn eyebrows and tightened lips, gesticulating with clinched fists and muttering to himself, and when he turned in his walk dug his heel viciously in the soft sward.

Socialist drew a book from his breast and sat quietly by the side of Philosophic, while the latter reclined at the foot of the tree with closed eyes, as if still exhausted by his wanderings. Onetax lay at full length softly whistling in a meditative manner, while he watched the impatient stride of the walker.

Two hours passed, but the silence remained unbroken by a spoken word. Finally the walker

suddenly stopped, turned towards the others, folded his arms and faced them with a look of stern determination. Without a word the two rose to their feet, for they saw that Revolutionary was prepared to unburden himself, and they were ready to listen. He smiled ironically as he said: "I notice evidence that you reformers have had a debate." This brought a blush to the cheeks of Socialist, while Onetax started forward with a look of defiance. "Pish," said the speaker as he waved him back, "this is no time for argument, but for action. Listen, I take it for granted that you are men of sense and courage, your being in the forest is evidence of your desire to abolish it, and shows that you have some sympathy for the suffering Giant; but is it maudlin, silly, impracticable sentiment, or is it real desire to assist him? See this," and he drew a small package from his breast; "it is the most powerful explosive known to science. I have more hidden, and with it we can blow into chaos the infernal beauties of the park. We can demolish all the improvements that the giant has made for the use of his oppressors, we can destroy the stone cell that imprisons him, we can clear away the forest by its use. If your courage will not stand the test guide me to the spot and I will do the work. Let us act as men," he continued with a wild energy, "not sit and dream like children. With half the tyrants dead, the living will sue for peace, and gladly sacrifice their stolen rights for a chance to live."

The two friends looked at the speaker with a stupefied air. He had outlined this plan of destruction with such energy, such earnestness, such sincerity, with apparently no thought of its cruelty or wickedness or no fear of danger himself, that for the moment they could find no words of reply. Meanwhile the other folded his arms and waited an answer.

Socialist finally stepped forward and in a calm and dignified manner, that contrasted strongly with the fiery style of the former speaker, said: I will not discuss the moral right to work vengeance on the oppressors of innocence; but the false idea that evil is justified if it accomplishes good, that unrighteous means may be used to procure righteous ends has caused the religious persecutions of all the ages. Leaving all these aside, in blowing the prison into fragments, would we not also destroy the inmate? And why destroy the works of art that embellish life? If they have been constructed by the Giant for his masters, rather let us work to restore them to their creator and real owner. Let us even imagine that he miraculously escape from the explosions, what a terrible commencement it would be for a life of freedom.

The evil instincts aroused by carnage and bloodshed would bear fruit that would make freedom more dangerous than slavery, nay, it could not result in freedom. Unbridled license might come, but that would be a horrible caricature of freedom. Emancipation worked by destruction would mean the tyranny of individual passions. Injustice cannot overcome injustice, the sword can never conquer the sword."

He paused, and Philosophic, who had gazed admiringly at the speaker, murmured, "True, True!"

Revolutionary, who had listened with strong marks of disapproval, turned and said fiercely: "Keep to your childish dreams, imagine a coming paradise; but let others act. Your own actions," he added with a sneer, "upset your dreams."

The others understood the taunt, and Onetax commenced an indignant remonstrance; but Revolutionary impatiently waved him aside, as he said: "Dream on, plot and plan with my elder brother. I will act, and hereafter act alone, and no man shall share my confidences. Follow me or interfere with me at your peril." He turned away, as if to plunge into the forest, but paused irresolutely, and after a short struggle with himself, turned and the others were surprised to see traces of tears on his face, and while his features worked convulsively in a vain effort to control his emotions, he said in gentle tones: "I thank you from my heart for your hospitality, and perhaps I owe an apology for my harsh words; but it maddens me to find men dreaming of an era of justice who weakly refuse to act in the only way that could bring it."

Philosophic had risen as if to follow, but the other laid his arm gently on his brother's shoulder and said: "No, no, hard as it may be, it is better that we part. Our life together has been a mockery, we cannot agree. I truly beg your pardon for my taunts, but I could not even promise not to repeat them. Think of me as kindly as you can, but part we must."

The two brothers threw themselves into each others arms.

"Confound such a fellow!" muttered Onetax "One moment I would like to break his head, the next I want to shake hands with him."

At this moment, while the two companions were looking at the affecting scene between the two brothers, a rustling of bushes was heard, and a voice rang out in an old psalm tune. All turned at the interruption, the rustling continued, the singing sounded nearer, the bushes parted and a stranger stepped into the little clearing.

The newcomer threw down a heavy pack and advanced toward the four, saying with a hearty, cheery voice and a smiling face: "I heard your voices and gladly turned aside. All who travel in this great waste should be friends."

Socialist, who had started at the sound of the stranger's voice, now ran to meet him with outstretched arms, "Welcome, welcome, I knew you must be wandering in the forest, but I little hoped to meet you."

"Your faith was not as strong as mine," said the newcomer, "for I felt certain I would meet you."

Socialist now took him by the hand and led him towards his friends saying: "Gentlemen this is my old neighbor Sincere Christian. I told Onetax that he was exploring the forest although he would not accompany me."

The announcement of Socialist had a peculiar effect on the three listeners. Revolutionary turned aside with a bitter look that brought back all the hardness of his face, while he muttered, but loud enough to be heard by all: "A Christian in the forest, and I have scoffed at miracles. Bah! I see a spy."

Onetax gazed with open eyes as though he saw an apparition, and rubbed them to look again.

Philosophic seemed bewildered, and shook his head, as he turned to Onetax, and whispered: "Did he really say Christian?" He continued to look wonderingly at the face of the stranger, who faced them with a smiling air. Philosophic, with an air of perplexity, finally advanced and took the hand of the newcomer as he said: "Your face and your being here prove that I have been mistaken concerning you to some extent at least. I would gladly find that I have been mistaken still more concerning your character."

The words in print may sound offensive, but with the smile and engaging air of candor that accompanied them they expressed welcome.

Onetax said bluntly: "You do not resemble your relative Orthodox Churchman."

As Christian and Philosophic stood side by side with clasped hands the marvelous likeness between the two astonished the others. The same placid smile, the same air of benevolence, the same indescribable appearance of innate goodness with a marked similarity in features, caused Socialist to exclaim: "If these men are not brothers after the flesh, they are twins in spirit!" While Onetax added: "Revolutionary must have replaced this man in the cradle; but where is he?" he continued looking around.

In the excitement of welcoming the visitor Rev-

olutionary had stolen silently away without being observed by any of the others. It was useless to search for him in the thick underbrush; and if discovered they had no means of compelling him to remain in their company.

Philosophic declared his intention of following, saying that it was his duty, and that he might be able to yet influence him to leave the forest without using his terrible explosives. Christian offered to accompany him, but the offer was decidedly refused, Philosophic saying quietly but firmly that he would take no one with him. Both Socialist and Onetax were secretly relieved by the departure of their violent and intractable guest, but Onetax, with ready sympathy for the distressed brother, suggested that they all should go towards the Park, where they might meet the fugitive. He felt confident they could easily retrace their steps to that point. Besides, the object that brought them to this little glade was apparently accomplished. True, Socialist had not yet spoken on the plan he had outlined, nor had Onetax fully explained the result of his days of thought. But seemingly each was satisfied with the result of his long period of meditation, and nothing could be accomplished by remaining.

Christian agreed to accompany them, and in a few moments the camp utensils were gathered up, the packs were adjusted, and the four travelers commenced their slow and toilsome march through the pathless wilderness.

Socialist took the lead and endeavored to trace their former trail by the marks and broken foliage. He soon discovered this impossible, and satisfied himself by taking the direction in which he thought the park lay.

Christian and Philosophic followed in the rear, engaged in earnest conversation, and so interested in each other that they unconsciously lagged behind; and the two in the lead had frequently to stop and hallo until the two laggards answered and hurried on to meet them. Once when the two interested talkers had approached to where the others were sitting in wait for their tardy coming, Socialist remarked to his companion, "Look how kindly and amicably they are conversing, there can be no danger of their following our late style of debate." When the pair had approached within speaking distance, Philosophic beckoned Socialist and Onetax to wait, and in that sedate and formal manner that marked all his utterances.

"Friends, I feel it a duty to say that I am now convinced I have erred in my opinion as to the character of this gentleman, and beg him to repeat to all the history of his life, at our first resting place."

The others willingly acquiesced, and it was agreed, that when they camped for the night, Christian would be called upon to give a history of his life and explain the causes that led him to make the journey of exploration.

SOCIAL RECONSTRUCTION.

BY JOSE GROS.

NO. 3.

Just as like begets like in the order of nature, so abnormalities and superstitions beget each other among men, first in religion, then in economics. The latter seem to grow more freely in the land of freedom, perhaps by way of contrast, because the former were not so bitter or prolonged as in the old nations. One economic superstition at a time is bad enough for any nation to have, and we are now loaded down with more than one. We refer to the money superstition as coming to complicate our national destinies before we have disposed of the protection superstition to which we have referred in our two previous articles.

Far from us to say that we should be satisfied with our monetary conditions. We are not, and have never been. We don't like any connections with the precious metals. They are the embodiment of monopoly and privilege in financial conditions, although even paper money can be made to play the same role. Yet, the idea of giving to a few men, the owners of gold or silver mines, the power to fix the money supply, that is so vividly wrong, unwise, unjust, that we wonder why any group of men calling themselves reformers can be in favor of any such device, only worthy of people with aristocratic tendencies, the fossils of the social fabric, made so either by interest or through dense ignorance. The latter are far more numerous than the former. There is hardly over 2 or 3 per cent of the people in any nation who are really benefited by our abnormal industrial and financial system, while there are at least 12 or 15 per cent who imagine themselves to derive great profit from such a system. That 12 or 15 per cent contribute the pretorian guard of our plutocracy. They are only a little better off than most farmers and wage-earners; but all the same they have to work like slaves for relatively small earnings. Without that pretorian guard the 12 or 15 per cent, what we may call the lower middle class, without them no plutocratic rule could last long.

In order to be just all around we must recognize that in spite of that pretorian guard the plutocracy in question owes its existence to the inertia of the 80 or 85 per cent, the balance of the nation literally acting like a sub-pretorian guard, forever saying *amen* to all the barbarous laws concocted by our top men!

It is all a question of ignorance in the science of economics. But that ignorance is not located

among the working masses. It extends itself into the educated classes, and even permeates the minds of many students and writers on economic subjects. Some of them are illogical enough to assert that economics is not an exact science; but varies according to the developments of the human family. Just as if men did not form part of that universe of God, the whole of which rests on fixed principles! Just as if moral laws had nothing to do with human evolution, or were subject to divine caprices in order to please men! Just as if a fixed physical organization did not necessarily imply a fixed moral one! Exact sciences for the former and not for the latter, when man is given the power to rule over the former, within certain limits, of course!

Then what is the meaning of the word science? A group of thoughts radiating from facts in nature, certain phenomena that uphold themselves through specific processes aiming at certain results; some of them, if not all, intimately connected with men. To be sure, in so far as science deals with men it touches individualities who can adopt themselves to nature, or can repudiate it, at their peril; who can devise all manner of fancies and try all experiments, rather than to investigate what they should do as a matter of duty to each other and to their Creator. And because men have so far failed to be wise and correct in their different social compacts, most of our old economists, and many of our modern ones, assume that the science of social growth cannot be exact. It is then empirical, fanciful, no science at all. So much for human logic!

And all knowledge is bound to be negative if we have no exact science of social growth; if no fixed principles can be relied upon, no definite line of conduct can be adopted in order to march towards certain definite results. No wonder that civilization has so far been disorderly in the extreme, a ship without a rudder, forever at the mercy of all winds, forever crossing turbulent oceans, always in search of a good harbor where to rest, and never finding such place anywhere!

Fortunately we have for a few years been in possession of a real science of economics, giving us the simplest principles on which to proceed in order to place men on earth in peace with God's forces, inviting a harmonious development, and hence eliminating all the anarchy and the unrest that has victimized all generations in all history.

ical developments so far, and perhaps a little more so in our days.

Let us now give a few samples of the philosophy or exact science in question. Who can doubt that land is the source of all wealth, and that labor is the creator of all wealth? And who fails to realize that wages have so far been but part of what labor produces, hence the general poverty of most workers in all time, under all civilizations and all skies? Now, what about the following axioms?

Supply and demand regulate the prices of all commodities. Land monopoly artificially reduces the land supply, and it raises the price of land above natural values; that increases the wealth of the landholders as land speculators; that decreases the wealth of the landless and all the workers who simply hold the land for use, and for which they had to pay a high price to the land speculator, or have to pay a high rent to the land monopolist. As land monopoly increases the landless class increases, and so wage-slavery increases. Hence the iron law of wages, so-called.

Take now another group of axioms: The effect of labor-saving machinery in connection with land monopoly decreases demand for labor, because each worker can perform the work of 2, 5, 10 or more workers with the old plain tools. That evolves the problem of the unemployed, ready to underbid the worker at work for lower wages. Hence the intensification of that iron law of wages above mentioned. That brings a desire on the part of many workers for self protection through labor associations. The question is now, through what process shall that protection be most effectual and rapid, as well as permanent and final in general good results?

Return first, for a moment, to our two cardinal self-evident propositions as that of land being the source of all wealth, and labor the creator of all wealth. Those two premises evolve a self-evident conclusion. It is as follows: Freedom of access to all land is indispensable to labor for its self protection, and nothing else can effectually protect labor. The great finality of labor associations should then be to tax out of existence that land monopoly, the father of all monopolies, and the suppression of all taxes on what labor creates.

Remember now that you must either tax all land and franchise values for public needs, or let monopolistic rents and franchise profits enrich the monopolists and impoverish the workers. There you have the two horns of the dilemma, and there is no middle road by which to travel that may carry the workers and civilization out of des-

truction. No one has, anyhow, discovered any safe middle road. Either taxation on labor products, as heretofore, besides monopolistic rents and profits produced by the few, *private taxation* with a vengeance, or else economic, natural rents taken by society, its own creator, for all social needs. Is there anything obscure in the above? You have to stop and think on the subject for a few moments, of course. But have not brains been given us for us to think especially on how to abolish human degradation and evolve manhood among all?

Apply now the same logical perceptions to the money question alluded to at the beginning of this article. Is the money question anything but one phase of the land question, as long as we give to men the power to convert money into land, to literally box up land, store it away, practically destroy land, for the time being, that the workers may not be able to obtain it, not where it is most needed, not in sufficient quantities, not on reasonable conditions anyhow? Is not that the legislation of wholesale banditism in the most criminal forms conceivable. To take away from some men what they may have produced in one or ten years, that is bad enough; but that kind of robbery is relatively a small sin when compared with that of robbing most men out of the source of all wealth, the element from which alone wealth can be obtained. Yet, that is what we do by allowing men to convert money into land in any quantities they may see fit, and subject to no conditions whatever, when the only natural, legitimate function of money is that of exchanging labor products.

As long as we fail to limit money to that function we shall keep on having money troubles in the future, as we have always had in the past. And that shall take place independent of the quantity and quality of the money, even if we grant that a scanty volume is apt to be somewhat worse than a sufficiently large one, for awhile, anyhow. Yet the great trouble springs up from the vicissitudes of greater or less volume to which we are subject as long as we adhere to the old barbaric ideal of making money out of precious metals, and thus giving to a few men the power to fix the money supply, and so the value of money, and so that of all labor products. We are emphatically in favor of letting the working masses fix the volume of money. That means the demonetization of both gold and silver, and to deal with nothing else but direct government notes.

CONCLUDED.

TAXATION OF LAND VALUES.

BY W. P. BORLAND.

The immense sums abstracted from the earnings of labor in the mining and timber industries represent but a small portion of the total rent charge of the nation; they are but a particular form of expression of a general fact, but the figures I have given will serve as a basis of illustration and by estimating the effect of a tax that would wholly absorb these values, while removing all taxes from labor-created wealth, we shall be able to perceive the general effect throughout the nation. It may be well to call attention to the primary fact that land is not wealth; taken by itself it is utterly incapable of satisfying a single material want of man. It is only the product of land that constitutes wealth, and such product may only be secured by labor. Further, the product of land constitutes *all* wealth. To the actual producer of wealth ownership itself is no advantage, it is only *use* of land that is necessary for the production of wealth. Therefore, the sums paid because of the mere fact of ownership are sums taken without any possible equivalent rendered, and when we consider that land, or the use of land, is as absolutely essential to existence as is air or water, it can be seen that ownership of land, which enables men to exact payment for its use, is not only unnecessary, but a crime. Rent is something which always goes to the owner of land, purely because he is an owner and *never because he is a user*; it is utterly impossible for a land user, *simply as a user*, to absorb any rent. For, if the user is a different person from the owner he must always pay the owner, either in rent or purchase money, for such use; while if the user be himself the owner, it is as owner, and not as user, that he appropriates the rent of his land, as by either renting or selling his land to another he could continue such appropriation after he had ceased to be a user. A tax on rent, or land values, therefore, only takes that part of the product of labor which the laborer, *merely as a laborer*, cannot retain. Rent is the price of ownership, and if not taken in taxes it will be absorbed by the land owner. A tax on land values cannot be shifted, like a tax on the products of labor, therefore it reduces the profits of land owning by the whole amount of the tax, while at the same time relieving industry of the burden of taxes to landlords and taxes to the government, and if the tax is so laid as to absorb the whole rent it destroys land owning entirely by making it unprofitable; no person would then hold land except to use it, and all land that

did not yield rent would be entirely free to whoever would choose to use it.

Land and labor products are two very different things, having different qualities. Taxing land values and taxing labor products have opposite results. A tax on anything the result of human industry adds to its cost. It does more than this; it discourages its production by restricting its market, and a restricted market always means the employment of less labor. A tax on lumber, for instance, reduces the number of houses that can be built because it increases their cost; and the more anything costs the fewer are there who are able to gratify their desires in that direction. Taxing products, therefore, increases cost, reduces the supply, discourages industry, restricts the demand for labor, and makes it harder to purchase happiness in proportion as the tax is high. But taxing land values has no such effect. The closer the tax on land values approaches its full use value, the cheaper will land become, and, as before said, when the whole of rent is absorbed by the tax the selling price of land entirely disappears and the class of persons who subsist on the profits of land owning must look for another source of income. Great blocks of capital now tied up in land, and remaining wholly unproductive, would be released and must be put to legitimate uses; must be used in actual wealth production in order to yield income to their owners. When land is no longer a profitable investment capitalists must use their capital in the production of wealth, and the demand for labor would thus be largely increased. At the same time, all land for which there was no competition, which yielded no rent, would be free to whoever wished to use it, and many laborers who are now crowded into the congested districts of our great cities, because unable to satisfy their desires for the use of land, would take advantage of the opportunity thus afforded to procure themselves homes. Thus we should have both an increase in the demand for labor and a decrease in the supply of labor, on the market, operating together. The consequence could not fail to be of vast benefit to all classes of workingmen, by raising their wages and relieving them of the fierce competition of their fellows for the opportunity to earn a living.

Another item which would work to the benefit of labor is that it would be relieved of all the present amount of taxation. This amount is variously estimated, but a thousand million dollars

annually seems to be a conservative estimate. This is an average of sixteen to twenty dollars for each individual, or from eighty to one hundred dollars for each family, and it must be remembered, as Thomas G. Shearman has pointed out, that taxes can only be paid out of the fund that is available for saving; what a man is obliged to spend for his support can never be used to pay taxes with, it is only what he could save out of his income that is available for that purpose. Now, let us see what would be the effect of absorbing by taxation that five hundred million dollars of royalty before mentioned. That is the profit of land ownership, and, as it is the whole of such profit, that is to say, cannot be collected twice over, the tax which absorbed that profit would compel those who hold the titles to this land to use it themselves or else leave it for others to use; it is only the assurance of present or future profit that induces men to retain possession of land which they do not wish to use, and deny to others the right of using it. There has been, for about eight months past, and is now, great depression in the industries from which these royalties are drawn, and thousands of men have been kept in idleness until they are on the verge of starvation.

Let us take the specific case of the iron ore industry in the state of Michigan; The iron mines in that state began to curtail operations in the spring of 1893, and by the beginning of autumn every mine in the iron district was either closed down entirely or running with greatly reduced forces, throwing thousands of men out of work. At the beginning of, and for a long time previous to the depression, miners' wages were \$2.50 and \$3.00 per day, and the miners were in a fairly prosperous condition. But a long period of enforced idleness ate up their savings, and by the middle of November they were confronted with the certain prospect of death, from starvation or exposure to the rigors of winter. In this emergency the people of the state at large were appealed to for contributions of money, provisions and clothing for the relief of the miners' necessities, and as much as five hundred thousand dollars have been contributed for this purpose during the winter just past. Certain of the land owners opened their hearts to the extent of granting the starving miners permission to go upon their lands and cut wood, sufficient to keep themselves from freezing, free of charge; and this was quite generally referred to by the newspapers as a great act of generosity on the part of the land owners. Perceiving that these miners were not proper objects of charity and that they might easily support themselves if permitted to labor,

certain philanthropic and influential citizens used their influence with the mine operators to induce them to resume operations, on a small scale, at least, so as to afford at least a portion of the men a chance to earn a living and reduce the burden of charity as much as possible. It then transpired that the land owners were the only ones who stood in the way of a full resumption of operations. The operators were perfectly willing to resume, and, indeed, had been adverse to shutting down in the first instance, as they were compelled to suffer the loss of depreciation of their machinery, but they could not operate the mines while continuing to pay the royalties demanded by the owners of the land. These royalties averaged sixty-two cents for each ton of ore mined, in 1890 when ore was selling for \$2.70 per ton, and it is quite evident that operations could not be continued on the old basis when ore was selling for but \$2.30 per ton. The land owners were, of course, out of sight and could not be found; however, it was brought out that the largest part of this royalty went to persons residing in foreign countries, mostly Englishmen residing in London, who received it through their agents residing in this country. Only a minority of the fee holders were citizens of the United States and very few of them were residents of the state of Michigan. It is very evident, here, that the fact of the mine operators being the exclusive owners of the machinery of production had nothing whatever to do with these miners being kept in idleness. The operators were as effectually debarred from using their machinery as were the miners from using their labor; and from the same cause—inability to pay the toll demanded by the land owners as the price of permitting production to be carried on. Cause and effect are here close together, and it is impossible for an intelligent observer to mistake the one for the other. With the single tax in force, absorbing the profit of land ownership and permitting land to be held only by the user, these miners need not have been idle for a single day. An ounce of fact is worth all the theories this side of sheol. However, after the miners had been brought to the point of starvation, and had been thoroughly humiliated by charity, the efforts of the philanthropists who engineered the charity business brought about an arrangement whereby the miners were given a chance to support themselves by their labor. The operators consented to resume work in the mines if the men would consent to a reduction in wages conforming to the present state of the iron market. This was an offer that could not be refused; no self-respecting man would consent to eat the bread of charity

when he has the chance to earn even a crust by his labor, so there has been a general resumption of operations all through the Michigan iron district at such wages as this: Where the wages used to be \$3.00 they are now \$1.35 and \$1.25! men who formerly got \$2.00 per day are now working for \$1.00! But there is no record of any land owner's royalty being reduced.

These mining lands lie wholly in the upper peninsula of the state, and the premium which these land owners—chiefly foreigners—pay for the privilege of fleecing the workingman is indicated by the tax returns. The average assessed value of the upper peninsula mining lands in 1890 was \$15.45 an acre; the real commercial value was \$343 an acre. The entire area, 10,724,480 acres, with all its improvements, was assessed \$122,005,000; the value of the timber land alone lying within this area is \$229,592,368. Of this area, one single company owns 462,384 acres of the most valuable timber and mineral land in the state. This immense tract of land is an old railroad land grant, granted under the law of 1856, and which has never been earned; the present owners are said to have paid the original grantees six dollars an acre for the land, but this is denied. Eighteen thousand dollars was the price paid to the company a short time ago for the privilege of cutting the timber from but one quarter section of land, and \$300,000 has been paid to the company for timber rights by one firm of operators alone. The principal owner of this vast domain, and the dictator of the company's policy, is a titled English gentleman, yclept Lord Brassey, who resides in London. This company never sells any of its land; it only sells the right to cut timber or mine ore, and this only on a portion of its land, the title to which is in dispute. There are about 129,000 acres, the company's title to which is claimed to be defective, and their policy is to strip these acres of everything valuable as fast as possible, but the general policy is to sell nothing. Just keep trespassers at a distance and hang on for a rise in value. Those great land owners in this territory who do make a practice of selling land to home seekers use a peculiar form of deed which conveys only the surface of the land, and reserves all valuable mineral and timber rights. Taxes are assessed to the surface owners of the property only; thus the owners of these valuable privileges continue to retain their rights to all of the land they have any use for, while escaping entirely the payment of taxes—however inconsiderable they may be—conditioned upon such rights by shifting them onto the surface holders of the land along with the title. The following is an exact copy of

the exception clause of a deed in general use in the upper peninsula for the conveying of land:

Reserving all pine trees or pine timber thereon, and subject to all taxes levied or assessed upon said real estate since..... being the time when said real estate was contracted and possession delivered by said parties of the first part; saving, excepting and reserving unto the said parties of the first part, and to their grantors and unto their heirs and assigns forever, all ores and minerals whatsoever, in or upon said land, whether upon or beneath the surface thereof; together with the right, unto the said parties of the first part, their grantors and their heirs or assigns, by themselves or their agents or servants, to enter upon said land, or any part thereof, and to explore, search, dig or mine for such ores or minerals, and to take and carry the same away without let or hindrance.

And for that purpose to take, use or occupy the surface of said land or any part thereof; provided, if the said parties of the first part, their grantors, or their heirs or assigns, by such explorations, digging or mining, shall do any damage to the surface of said land, as to the improvements which may be placed thereon, or any parcel thereof; or if said parties of the first part, their grantors, or their heirs or assigns, shall permanently occupy any portion of such surface for mining purposes, said parties of the first part, their grantors or their heirs or assigns, shall pay to the party of the second part,..... heirs or assigns, such damages as they may suffer therefrom, but the amount so payable shall not exceed the price paid by said part..... of the second part for the land so occupied, together with the cost of improvements placed thereon, by said part..... of the second part..... heirs or assigns, and which shall have been destroyed or injured by such operations or occupancy.

The incidence of the land value tax is a point that bothers a great many people, the assumption being that it would fall with crushing force on the agricultural interests of the nation, while the wealth of cities and towns would enjoy comparative immunity from taxation. But it is a mistaken notion that land values lie mainly in the country because there is so much land there. Land values lie mainly in the cities and villages, increasing in proportion to density of population, decreasing as the number of people to the square mile diminishes. I have some figures showing the distribution of land values in the state of Michigan, and it may be correctly assumed that the proportions here shown will hold good for the entire nation. The average assessed value of a farm acre of real estate in 1891 was \$20.91; of a village acre \$117.06; and of a city acre of real estate \$2,050. The farm population is a little more than half of the entire population of the state; the farm values are a little more than one-quarter of the assessed value of the state; the farm area is one-third of the state, and the uninhabited area is more than one-half. The area of

fifty cities was 96,353 acres, and the assessed value was \$329,451,244. The area of the farm land was 12,571,284 acres, assessed at \$346,745,912. Thus, in round numbers, 100,000 acres of city land was worth as much as 12,500,000 acres of farm land. These are assessed values and include improvements, and it is a clearly demonstrated fact that farm land values include a greater proportion of improvements than the same values on city land. In the city of Detroit the land and improvement values are kept separate, and so entered on the tax returns. This city covers an area of 14,400 acres, and the figures indicate that the owners of these acres, on their assessed value, derive an income of not less than \$8,640,000 yearly, an average of 600 dollars for each acre. Some of this land is assessed at nearly half a million dollars per acre, and a plot of land, 160 feet fronting on one street and a little less on another, recently sold for over seven hundred thousand dollars. And in the city of New York recently there was sold a small plot of land at a price per square foot which brought its value up to more than twelve million dollars per acre, said to be the highest price ever paid for land.

But it is unnecessary to pursue these illustrations any further. The contention is that with all men free to use natural opportunities on terms of equality, with the forces of monopoly that prevent them from using land abolished, the law that impels men to seek the shortest road to the satisfaction of their wants, would lead them to the highest plane of civilization, while conserving each one's just individual freedom. It is only by special privileges of some sort that some men are enabled to acquire power over others; laws which create and perpetuate monopoly of all descriptions, and the foundation, the parent of all monopolies, is private ownership of the land. That which gives the trusts and machinery owners their hold on the workingmen is, not that they are the owners of the instruments of production, but that the workingmen have no alternative but to accept the conditions imposed on them, because they are denied access to the source of all wealth and sustenance—the land. No man, or set of men, can enslave others through the ownership of machinery alone, when working under conditions of free competition and free access to land; it is an utter impossibility for any person to point out a single one of the monopolies under which the people groan that has not been built up by special privilege of some sort or other, a perversion of the law, which gave them the right to do things denied to other persons. Our patent laws have built up many monopolies in the ma-

chinery line, and under a single tax regime those laws would need, and would receive, considerable modification to adapt them more to the spirit of freedom and the equal rights of man; but at the bottom of it all lies the fact that the laborers necessary to carry out the schemes of monopoly are deprived of any alternative to accepting the conditions imposed on them, because shut out from their last stronghold—the land. But they point us to the fact that these monopolies and trusts bring about economy in production; that they produce cheaply, and, therefore, they represent the "survival of the fittest;" that the individual is bound to succumb to their influence under any regime short of the collectivest one. But suppose we admit that the tendency is now all in the direction of concentration of industry and the subordination of the individual to the collectivity, that does not prove it to be any more than a passing phase of the industrial situation. The factory system of industry is a very recent development, and there has been too much opposition to its obvious tendency to reduce men to the level of automata, to reduce the individual to a nonentity, to permit men, except by a false train of reasoning, to regard it as a natural and permanent condition. One hundred years ago the present development of our industrial system would have seemed to the people of that generation as a wild and impossible vagary of the imagination; who has, now, the hardihood to predict with the character of certainty what changes the next hundred years or even the next generation may look upon? The present system is, admittedly, the outgrowth of steam power and its complicated machinery, and it is liable to be revolutionized and superseded by some superior force as soon as men bring it under their control, as they formerly did steam. Who can say what revolutions may be brought about by the full introduction of electricity as a motive power into our system of industry? This agent is one of the possibilities of which comparatively little is known, but all the indications point to the conclusion that we are now on the verge of discoveries in the field of electrical science that will surpass in importance all previous discoveries of the human race. And who can say what revolutions in the present system of industry may not occur within the next fifty years? Changes which would reduce the reasoning of the socialists, based upon the assumption that the present is a permanent phase, to the lowest depths of puerility. All we are certain of is that we are the victims of partiality in the laws, that some men are enjoying privileges and opportunities not accorded to all men, and that they are thus enabled to wax fat at the ex-

pense of their fellows. Then let us lay the ghost of special privilege, place all men on an exact equality in their relations with the laws and with the material universe, and—let them alone.

What we have a right to expect as a result of the introduction of the single tax is inferable from the experience of New Zealand. There the tax has been partially tested, and all results prove the correctness of single tax conclusions. The "balance tax," as it is called, was adopted in New Zealand in 1891; it exempts all improvements up to \$15,000 in value, and it is now proposed to raise this exemption to \$50,000. Owners of less than \$2,500 worth of land are exempt, and this amount is deducted from all owners of less than \$7,500 worth of land. A progressively lessening deduction is made between \$7,500 and \$12,500 worth of land, at which point the deduction on land values ceases. At \$25,000 land value a graduated tax begins, at rates of increase which makes the tax more than double when it passes \$450,000, and, in addition to this, a tax of 20 per cent is imposed on owners absent from, or resident out of, the colony for a period of three years or over. This is a bungling and restricted application of the single tax, but its beneficial effect on the prosperity of the colony has been so marked, and so confirmatory of single tax conclusions, that there is no agitation at present except for the full application of single tax principles. The large holdings of land have been broken up; wages have increased; more than 7,000 families

have secured homes on the land of New Zealand since 1891, as the direct result of the law, and New Zealand is the only civilized country in the world, to-day, where, instead of complaining of hard times, the people are enjoying prosperity. The neighboring country, Australia, is in the throes of depression, but New Zealand is prosperous, and the only difference is that the one has made a partial application of the single tax to her industrial economy while the other has not. And Australia, although a new country, is as fully in the grasp of the land monopolists as we are ourselves. Six hundred and fifty-six persons own 20,844,000 acres of her land; 257,320 male adults are landless; 862 persons own \$692,000,000 of wealth, while 207,749 workingmen own nothing. And, as an instance of the humanizing effect of the single tax, it is worthy of note that New Zealand is the only country on the face of the globe where women are completely enfranchised, a result arrived at since the balance tax was introduced. Here is a reform that is practicable and easy of attainment; it is in perfect harmony with well known economic principles and transgresses no principle of individual freedom; it brings present governmental processes to its aid and follows the line of least resistance, which is the law of nature. Let workingmen unite in support of it, and place due reliance on the principles of freedom, before committing themselves to the economic vagaries of socialism.

REASON AND IGNORANCE.

Reason. I would ask you a few questions
Concerning things of old,
If Adam was the first man,
As we have oft been told.

Ignorance. Yes—Adam was the first man—
Created out of dust;
The sacred record says so,
And believe we surely must.

R. Will you tell me how God made him?
And by what law or rule?
For I want to grow in wisdom
And not remain a fool.

I. That always was a mystery,
And 'tis not for us to know.
All things with God are possible.
The preacher tells us so.

R. If God created all things,
And then pronounced them good,
From whence has come all evil;
Have you ever understood?

I. Oh—that came from the devil.
He is traveling to and fro,
Doing all the harm he can
To mortals here below.

R. Who is this devil you speak about
And who gave him his power?
Who ever saw him going out,
Seeking whom he may devour?
All get a share of hell—no doubt,
And so will you and I.
Sometimes I think a share is brought
To us before we die.

I. What,—in hell before we die?
How can that be so?
The preachers say—when sinners die
It's then to hell they go.

R. The preachers tell us many things:
Some of them are not true.
They study books to make them wise:
That does not always do.

I We read in books what God has done.
 Don't books tell us the truth?
 The Bible tells how wise Christ was
 When he was quite a youth.

R Was it reading books that made him wise,
 Or doing his father's will?
 Did he not come to speak the truth,
 And nature's law fulfill?

I Sometimes I don't know what to think
 About Christ—or heaven—or hell,
 Whether those things are really true,
 I wish some one would tell.

R But seek aright—you will find light,
 That light is Christ within.
 If you obey his still, small voice,
 You will shun the road of sin.
 'Tis the spirit of eternal truth,
 The immortal part of man.
 It was created in God's form,
 In accordance with his plan.
 We find it in unsullied youth,
 Sometimes in middle age;
 'Tis that which made the prophet wise,
 The philosopher and sage.
 The garden you will find to be
 The mind of mortal man,
 And Adam is the gardener,
 According to God's plan.
 While Abel is a figure given
 To represent the truth,
 Iniquity is shown by Cain,
 It oftentimes rules in youth.
 Then leave Egyptian darkness,
 And Pharaoh's host likewise,
 And be guided by a pilot
 That is both good and wise.
 The time is short at longest,
 While living here below;
 Consider it, thou wanderer,
 Before you further go.
 I know it's hard, poor wanderers,
 To lift your minds above,
 Until you taste that Manna,
 And find that God is love.
 Then angels will go with you,
 Wherever you may go.
 If you will only faithful prove,
 While living here below.
 And when you cross the river
 Your pilot they will be,
 From sin and all temptation

You always will be free.
 Depend not on an outside Savior,
 Neither in forms nor creeds,
 For happiness is always gained
 By good and noble deeds.
 There is a God in every one
 In the garden of the soul,
 And if they listen to His voice
 The serpent can't control.
 The time is fast approaching
 When the light of truth will shine
 And dispel those clouds of error
 That once were called divine.
 I don't believe an outward Savior
 Ever saved a man on earth;
 Christ is within—the hope of glory,
 He is of spiritual birth.
 Yes—He is born within us,
 In the garden of the soul,
 And while Herod rules the kingdom
 Christ never can control.
 Christ is that truth and wisdom
 That lies hidden in the tomb;
 Oh, angels, keep rolled back the stone,
 Let Christ within us bloom.
 For we have crucified our Savior,
 And have buried Him in the earth,
 And if we had not slain Him
 He would need no second birth.
 On, haste the day of Christ, when truth
 Shall illuminate the soul,
 His kingdom come—His will be done,
 And His spirit take control.
 Then we can cross the Jordan,
 Into Canaan's happy land;
 But we cannot cross that river
 Till His spirit takes command.
 We are bondsmen unto Pharaoh,
 And in darkness we will dwell,
 Till Christ, our true redeemer,
 Bursts the bonds of death and hell.
 Then we will be clothed in garments
 Of good and noble deeds,
 And they never should be spotted
 With outward forms or creeds.
 Oh, angels, help roll off the stone,
 Let Christ within arise,
 And show the world who Judas is,
 And who Herod is likewise.

F. M. CARTER.

THE ROBBERS OF LABOR.

BY W. H. STEWART.

I have read the recent articles in *THE CONDUCTOR* by Mr. W. P. Borland, with both interest and pleasure. It is so seldom that a single-taxer displays any knowledge of economics outside of the narrow limits of his own theory that Mr. Borland's efforts are especially commendable. His articles show that he has studied Karl Marx intelligently. His exposition of socialism in the December *CONDUCTOR* would do credit, in many respects, to a socialist. Of course, many of Mr. Borland's ideas on socialism are yet very crude, many of the objections he raises, and difficulties he foresees in the adoption of that theory are to a socialist frivolous, and even amusing.

It is a common thing for persons to incorporate with their conception of a socialistic state of society elements drawn from the present one, and then to complain of the incongruity of the result. From this error Mr. Borland has not been exempt. However, it is not my intention, at this time, to review his criticism of the socialist theory. I desire to draw attention now to certain deductions of his in regard to rent, in the February *CONDUCTOR*, under the caption, "The Single-tax Theory." The design of the article is to show the advantage that would accrue to labor if natural resources were made common property by the adoption of the single tax.

To clear the way properly, Mr. Borland commences his article by a brief consideration of the manner in which wealth is distributed. He shows that wealth when produced is divided into rent, interest, profits and wages, that the last is what goes to labor, while the categories of rent, interest and profits are appropriated by those who control the means of production, i. e., land and capital. He analyzes "profits," showing it to consist of "wages of superintendence" and interest on capital; that consequently the term is inexact, because wages of superintendence comes properly under the head of "wages." He is quite right in this the term "profits," should be eliminated in a discussion of economics, and the three factors, rent, interest and wages only, retained. But in a popular treatment of the subject it seems impossible to eliminate the term profits, for in the popular conception "interest" stands for payment for the use of capital, i. e., loan interest, which is only a secondary and subsidiary form of interest, and not interest proper, at all. However, we will understand by rent, payment for the use of land; interest and profits, all return for the use of capital without personal exertion, and wages, all payment for labor, physical or mental.

But here let us guard against an error into which Mr. Borland has fallen. "Wages of superintendence," he says, "is clearly the reward of personal exertion and should find expression under 'wages.'" The receiver of profit is to this extent, certainly, a laborer and the receiver of wages." So far true, and socialists recognize this fact fully. Mr. Borland is incorrect when he states that socialists include "wages of superintendence" in surplus-value. He goes on to say that: "This portion of profit, when considered in its proper sense, as the reward of labor, may be exorbitant, when compared with the reward of other labor, but it is none the less the reward of labor and should be expressed as 'wages,' and it is certainly not correct to say that that portion of wealth that represents the reward of labor, is a robbery of labor."

Aye, there's the rub! What is the proper "wages of superintendence?" The socialist values that the same as other labor. Superior ability is a gift of nature, as much so as natural resources, and the possessor has no more right in equity to exact rent therefor, than the owner of land has. The man of superior ability is sufficiently blessed by its possession, it brings him honor, love, obedience. Besides the sense of power that the possession of such faculties involves, why should he expect in addition to these things the lion's share of mere material luxuries? Rather should we suppose that being so gifted by nature above the average of mankind he should forego his full share of material enjoyments and be satisfied with less than the average. But socialists accord him his full share, and in doing so they are fully satisfying the claims of equity and justice. Nature provides this ability in proper proportions to other forms of labor, and socialists no more acknowledge the claim of the mentally superior to use that gift for the exploitation of their fellows, than the man of superior physical strength has to exert his power for the same purpose.

Mr. Borland will hardly claim that because under our present condition such ability can exact as "rent" all above the "margin of stupidity" that we are bound to acknowledge its justice. Here is where we apply the single-tax idea and confiscate this form of rent for the common benefit.

Mr. Jay Gould would have valued his "wages of superintendence" at about five millions per year, for wrecking railroads, and Bro. Rocke-

feller at about the same figure for monopolizing oil, iron mines and other industries; but we are under no obligation to accept the estimates of these enterprising gentlemen as to the value of their services, but choose rather to place their gains, at least ninety-nine per cent of it as surplus-value i. e., exploitation of labor, pure and simple.

All wealth is the product exclusively of labor applied to natural objects. By the term labor, is meant all necessary exertion, either physical or mental, used in the production of wealth. Mental exertion in transferring wealth already produced from one man's pocket to another's is not labor in an economic sense. We all readily understand that the gains of a gambler do not represent the result of any productive process on his part; he has merely transferred wealth already created by others to his own use. Now, a great deal of what we call "business" is merely the art of transferring the wealth produced by labor into the pockets of a non-producing class. This must be self-evident, for is it not a fact, that those who work the hardest, at the most disagreeable occupations, and for the longest hours, are the poorest paid, while those who merely scheme and speculate and monopolize natural resources, and obtain special privileges, and control generally the means and instruments of production, live luxurious lives, free from the grinding poverty of the great majority?

How is this robbery effected? In this way. The means of production are controlled by a small minority of society, and as access to the means of production is necessary to all, those who control them can exact from the producer all over the bare cost of his subsistence. Competition among the laborers for the privilege of "work," enables the possessing classes to skim off in the shape of rent, interest and profits, all the surplus product over the maintenance and cost of reproduction of the laborer. We may say, therefore, that wealth when produced is divided into rent, interest, profits and wages. Wages represents the least amount of the product that the actual producer will accept under competitive conditions and continue the process of production. All over this amount is distributed among the non-producing classes in the manner described.

But here I ask the reader to note, that the share of labor in the form of wages is not in the least affected by the manner in which the three robbers of labor, rent, interest or profits, divide the swag, labor's share is governed solely and exclusively by his necessities. Eliminate rent and interest, and profits will absorb all over wages.

Eliminate interest and rent, and profits will still retain all over the cost of subsistence of the laborer.

It is difficult to say precisely in what proportion the three robbers of labor divide the swag. Taking England, where pretty accurate statistics are kept, it would appear that rent forms less than a fifth of the total product, while interest and profits absorb two-fifths, leaving to labor, who produced it all, two-fifths. A great deal, however, that is credited to rent should properly be credited to interest on account of the advances of capital to land owners. It should also be taken into account that the rent roll of England is greater than that of any similar area on the globe.

Mr. Borland's article is designed to show the large share of the swag that the robber "rent" gets away with. For which purpose he quotes figures and statistics to show the large amount that the private owners of natural resources are able to absorb from labor, the inference intended, being, that if such resources were made common property, labor to that extent would be benefited. No assumption could be more fallacious. As a matter of fact, land owners are mere hangers-on of the capitalists. Under our present system of production by enormous aggregations of capital, natural resources can only be effectively operated by the expenditure of large capitals. The mines that Mr. Borland refers to are under the full control of the capitalists. They have, of course, to reckon with the owners of those natural resources, but I here make the positive assertion, that the elimination of the private ownership of these mines and lumber industries would not in the least affect the wages of the laborers. The wages of the laborer would continue, as before, to be governed by his necessities. Any saving effected by the elimination of rent, of royalties, or of stumpage would be pocketed by the capitalists in increased profits. These profits might be dissipated by competition among capitalists, but under no circumstances would the wages of the laborer be increased. Wages is governed exclusively by the supply of laborers seeking employment.

Let me give a local illustration of what I mean. Near this city (Los Angeles) is a beet sugar factory, the plant—machinery and buildings—cost \$600,000, the property of a private corporation. About 5,000 acres of land are devoted to cultivation of the beets. The owners of the factory have no interest, whatever, in the ownership of the land. The factory pays an average of \$4.50 per ton for the beets. Now, what are the factors that enter into the price of the beets?

The price that the owners could pay after allowing themselves a fair profit on their investment? Manifestly not, for at another factory in the northern part of the state \$6 50 per ton has been paid for beets, with profit to the factory. There are just two factors that enter into the price paid for beets, (1) the cost of the rent of land, (2) the cost of the subsistence of the producer of the beets. The rent of the land constitutes a tax of about fifty cents per ton of beets, so that after paying this tax the remaining \$4.00 provides the laborer with the average standard of living with his class. Now, let us assume that the owners of the factory borrowed \$300,000 at 7 per cent., this would be a tax on them of \$21,000 per annum. Let us suppose that the government decided to furnish money on proper security without interest, making the expense of so doing a charge on the public revenue. The factory owners would at once transfer their loan to the government and save \$21,000 per annum; would this affect the share going to wages? Not in the slightest; wages would still be governed by the supply of labor. Now, let us eliminate the private land owner by adopting the single tax, and for ease of illustration let us suppose that land being plentiful it could be had free of all rent in the vicinity of the factory: all that one had to do was to stake off what land could be cultivated with profit and raise beets for the factory. Well, the laborer does so, and drives his wagon loaded with beets on the scales at the factory, and as he does so, asks the price of beets, and is informed—what? \$4.50 per ton? Oh, no! beets are now only \$4.00 per ton. Why? Because the producer being relieved from the rent tax of fifty cents per acre can procure the same subsistence as formerly at \$4.00 per ton. Why did the producers of the beets accept \$4.50 per ton for their beets? Manifestly because labor was plentiful, and competition among the laborers for the privilege of producing the beets would inevitably keep down the price that would return the average wage to the laborers. With rent eliminated they were just as well off at \$4.00 per ton and were in no better position to sell their produce at a higher price.

When the objection is raised to the single tax that the landlords would be able to shift the increased taxes onto the tenant, the reply of the single taxer (in which he is correct) is, that the landlord is getting all the rent possible now, and that any increase in his land tax must come out of his pocket. The same reason applies to the beet raisers; the reason why they accepted \$4.50 per ton, and later \$4.00 per ton, is because they

could get no more. Others would furnish them at that price.

I will use this factory for another illustration. Here are buildings, machinery, the raw product beets, and the finished product sugar, every atom of this wealth the product of labor alone. Nowhere has the landowner or the capitalist, as such, contributed an iota towards the production of this wealth. Ah, but some one says: "The capitalist certainly furnished the capital that set this industry in motion." Yes, certainly, but is not capital itself the product of labor? If so, how comes this capital in the hands of those who produce no wealth. The answer is that they absorbed it by means of rent, interest and profits, i. e., by controlling the means and instruments for the production of wealth.

The mere elimination of the landowner will not disturb this process, we must control collectively the sources of wealth and culture. Under present conditions we allow a small minority of the population to control those sources of wealth who use it to keep the real producers in continual bondage, and worse, it breeds a population born and brought up under those degrading conditions, who accept the present *status* as natural and inevitable, nay, who scowl and denounce those who endeavor to fight their battles, and show them how they are robbed and enslaved under the fierce competition for the privilege of increasing the wealth of the parasites who fatten and thrive on their credulity and ignorance.

To the ignorant black slave, slavery was just and natural. If he complained, it was of a hard master. Of the system that kept him in bondage he was too ignorant to discern the injustice. Many ignorant workingmen look upon the Socialists with horror and denounce them for trying to overturn a system of wage-slavery that in many respects is worse than chattel slavery. No negro slave ever starved to death down south, they were too valuable to their owners, but our white slaves are now, hundreds of them, suffering the horrors of hunger and cold because their capitalist masters have no use for them. Unless production can be carried on to their profit they stop the wheels of industry and let their unfortunate wage-slaves die like dogs.

Is it not time that all workmen should unite in the endeavor to put an end to this wasteful and planless system of production, this miserable and degrading system of social and industrial anarchy and brutal competition, and substitute for it one of fraternal co-operation, where production shall be carried on for the benefit of all, and not for the exclusive benefit of a few useless drones and

parasites. Why should we continue to be their patient beasts of burden, thankful for the crumbs that fall from the bountiful tables our own toil has supplied?

Why should we continue forever to build, equip and operate railroads, telegraph and telephone lines, build, manage and man our merchant marine, invent and construct machinery and factories, and produce every commodity known as wealth, all for the bare privilege of retaining enough of the product to ensure us a bare and precarious existence, while the major portion we hand over like ignorant slaves to a useless class of non-producers? Why, indeed!

And why should we, like ignorant slaves, defend a system that keeps us, and will keep our children, in degrading bondage? Our capitalist masters have the press and the pulpit on their side. They have also their paid attorneys, the professors of political economy, to show us that rent, interest and profits are natural and inevita-

ble, just as they formerly defended chattel slavery as natural and just.

The socialist declares boldly that there are only two ways by which a man can exist: by his own labor or by the labor of others. He who lives by the latter way is a robber, morally, if not legally, and the sooner workmen learn the truth of this proposition, the sooner will they shake off the leeches and parasites that are robbing them of the fruits of their toil. To accomplish this requires united political action. Ballots, not bullets, is the remedy. To be free men we must control, in our own interest, not only our political system, but also our industrial system as well. Our political system, like our industrial system, should be of, for and by the people. In a word, we must own, collectively, all the means and instruments for the production and distribution of wealth. Then, and not till then, will involuntary poverty be forever abolished.

OUR NEW YORK LETTER.

Hard times continue to be the most disagreeably pre-eminent feature of the day: and the wiseacres are sore put to it for reasons why they cannot be abated like any other nuisance. One species of controversy is happily relegated to obscurity by the conditions of the day; that over the will o' the wisp which we call the currency question. There is certainly no scarcity of "money" just now, nor is there any apparent danger of the standard being debased, so that both sides to this dispute are robbed of their most potent arguments. But there is scarcity of work and still greater scarcity of remunerative pay for it; and on this score New York is suffering as badly as at any time in the panic, if not worse.

That the published accounts of destitution are overdrawn, goes without saying, for this kind of thing always is; but there is enough sad truth at the bottom of it to be very distressing, and all the more so that most of the remedies proposed are so palpably ineffective, or even worse. Under this head comes the philanthropic fad for establishing "cost price stores," through which a few rich men have been making themselves more or less popular at the expense of the neighboring shopkeepers, whose trade they have injured or destroyed. If these contingencies were really effective on any large scale, it is easy to see that as they would make their vicinity just so much cheaper to live in, rents would promptly rise in proportion; but unless permitted by landlords as a business enterprise, it is impossible for them to

be very widely successful; for not only is an element of almsgiving, to the extent of free rent and service, indispensable to them, but the necessary condition of their existence, that they must be operated exclusively on a cash basis, is fatal to their being generally utilized by the people whom they are mistakenly designed to benefit. Dwellers in tenement houses, receiving their wages only when their work is done, at intervals of not less than a week, must needs make most of their purchases on credit, the one thing peremptorily demanded in advance, their rent, swallowing up all the little cash that they can accumulate ahead.

Coal is the article in which this form of philanthropy has chiefly dealt; and seeing that so pronounced a conviction has been in this and other ways built up in favor of economy in fuel, it is quite creditable to a public spirit that when a big corporation started in to do some economizing on its own hook, by use of soft coal in place of hard, it should have met with a most indignant and persistent protest. The fight with the steam company must have appeared most singular to westerners, accustomed as they have become to the almost exclusive use of soft coal; but this contest has actually called forth more local pride than is often to be found in this heterogenous aggregation of people, called New York. It is hard for anyone not used to the absolutely clear air which we enjoy in eastern cities, to realize how strong a public sentiment suddenly sprung up to maintain this privilege, one of the few for which

we do not appreciably pay its price. As a usual thing with an agitation of this kind, it dies away and is forgotten in a little time; but when the steam company, after suspending the use of soft coal for a short while, presumed on this public indolence to start up with it again, they were brought up with a round turn and the officers were actually arrested and taken into a justice's court on the charge of maintaining a public nuisance.

Public sentiment is apparently not as wholesome on moral subjects as this incident would indicate it to be on material ones, if some recent comments on the sequel to a divorce case may be taken as a fair guide. The co-respondent in this case was one of the topmost society leaders, which, of course, gave it particular notoriety, and everyone was amazed when he went on the witness stand and actually swore to the truth. For this heinous offense, one of the gossiping reporters lately asserted that he had been tabooed from society, and commented approvingly upon this social verdict as contrasted with the treatment of another "society man" on his recent return to this country from Chili. This last interesting specimen, after distinguishing himself for some years in a series of drunken rows, was at last compelled to jump his bail and escape to Valparaíso to avoid a more than usually serious charge of assault. While there, came the Balmaceda troubles, and our hero had a chance to engage in his congenial occupation of fighting somebody, in defense of the Baltimore's sailors when they were attacked by the Chilean mob. For his "bravery" on that occasion he is now received with open arms by society while the other man is ostracized because he did not tell a lie on the witness stand in order to defeat the suit of the husband whom he had wronged; and quotes it as a proof of high social circles being better than they were thought to be.

That is a low grade of barbarism which so exalts brute force, but it is a lower one still which goes back to the moral status of the savage who has not learned that the highest duty of a man is to tell the truth—the one duty without respect for which it is impossible for men to maintain reasonable relations with one another; and that when a man has done wrong it is incumbent on him to make reparation, if that lies in his power, yet perhaps this reporter was only voicing his own idea of civilization. Certainly most Americans are not quite so silly as to make possible the ridiculous bit of the dark ages which was illustrated by a canard published in Paris a few weeks ago. This was a gruesome tale of how,

when the Germans were occupying the French capital, their emperor had stolen the head of Napoleon I. and carried it off to Berlin with him as a trophy. It really seems too absurd at this stage of the world's history, such a story could be deemed worth inventing or that sane human beings could be worked up to indignation over it, but from the mere fact of its elaborate publication, we are led to believe that the sincerely warped idea which prevails in France, of that much abused sentiment known as patriotism, goes to even such lengths as this.

Perhaps the most decided case of patriotism within narrow lines that this country has ever seen is the curious loyalty of his neighbors to the dethroned Boss of Coney Island, whose conviction for election frauds has just given such welcome proof that we have not become utterly indifferent to political corruption. Some of the other aftermath of our state election is not so cheering; notably the revival of investigating committees that the legislature has started up. These look very fine at a distance, perhaps, but we have had them *ad nauseam* so often that a man must be very green or very forgetful not to know that they are always rank failures except in the way of carrying out faction deals.

The great curse of New York politics is that one portion of the state is hopelessly one way as to party and the other portion the opposite way, instead of a natural division of sentiment diffused over the entire state. This condition of things reduces our politics to a perpetual bargaining of republicans dominant in the country districts, sometimes with one and sometimes another of the democratic factions in the city. New sets of committees have now been started out, but the only result thus far has been to have Dr. Parkhurst display himself as a more arrant humbug than ever, his many boasts of things he had discovered realizing absolutely nothing.

The sickening catering to labor votes with all sorts of valueless concessions, has been conspicuously absent this session of our legislature, which is a relief that it is to be devoutly hoped we may continue to enjoy. The less there is of this sort of sham, the sooner will the masses think out for themselves the means by which they will demand and obtain the reforms that go to the bottom of things.

As bearing on the question of how much education to right thinking is still needed to distinguish true remedies for social discontent, may be cited a newspaper account of how a fortune was made in Port Jervis, in the line of the Erie Railway, by the uncle of a man who has now lost it. In apparently perfect good faith the

writer discusses this fortune as "one of the chief mainstays" of the village; and then proceeds to tell us the methods of its accumulation. First, by buying up land cheap just before the railroad was built; which of course, other people bought and hired at higher prices, and so were forced to give a part of the proceeds of their labor for a mere privilege which the owner had got possession of. Second, by starting a gas company as to which the reporter naively says that, "being practically sole owner he could dictate the terms for light to all the inhabitants of the village." Third, by means of a water company possessing a similar monopolistic power; and finally, through a toll-bridge, the profits of which

were incidentally increased by locating one end of it on a block of land owned by this "mainstay" of Port Jervis. It is not hard to see that to call such a fortune as this the "mainstay of the village" is something akin to thanking a leech for the circulation of the blood; but just as quacks used to teach that a sick man could only be cured by taking from him the blood which was keeping him alive, so there are plenty of good, honest people who most sincerely believe that Port Jervis could never have grown to its present size if there had not been some such person to take from its inhabitants a certain percentage of all their earnings.

E. I. SHRIVER.

A Valentine.

I'll build a house of lollypops
Just suited, Sweetheart, to your taste;
The windows shall be lemon-drops,—
The doors shall be of jujube paste—

Heigh-ho, if you'll be mine!

With peppermints I'll pave the walks;
A little garden, too, I'll sow
With seeds that send up sugared stalks
On which the candied violets grow—

Heigh-ho, my Valentine!

Some seats of sassafras I'll make
Because I know you think it's nice;
The cushions shall be jelly-cake
Laced all around with lemon-ice—

Heigh-ho, if you'll be mine!

We'll have a party every day,
And feast on cream and honeydew;
And though you're only six, we'll play—
That I am just as young as you—

Heigh-ho, my Valentine!

—Anna M. Pratt, in *February St. Nicholas*.

Brothers All.

Brothers all, whate'er the hue be
Of the skin,

If we labor ever to be

White within;

Not the accident of feature,

Race, or clan,

But the soul within the creature

Marks the man.

C. S. O'Neill in *February Donahoe's*.

"So," said Jaxod, "our Chicago friend Blower has a new boy at his house."

"Yes, and he named him Hamlet."

"That's a queer name. Blower isn't at all literary or dramatic, is he?"

"No, but he's a pork packer."—*Detroit Free Press*.

'Tis Winter, Love.

O come, my Love,

Your little hands are cold,

I pray you think not I am overbold

If I your little hands enfold

In the warm clasp of love.

'Tis winter, Love,

The snow lies on the ground,

And ne'er a Spring-time flower can yet be found,

Nor in such sombre skies yet sound

The bluebirds' songs of love.

But hear, my Love,

Greet Spring upon her way,

Prevent her coming with their blossoms gay,

Sing in the storms their roundelay,

And only know they love.

—From *Happenstance*.

Sleighing.

Jingle-de jangle-de jing!

Ring, ye sleigh-bells, ring,

Over the snow with Love I go.

Jingle-de jangle-de jing.

Jingle-de jangle-de jing!

Around us thy romance fling,

O virgin snow, we love thee so.

O moon, with thy silver ring.

Jingle-de jangle-de jing!

With sled and with golden string

Attached to my sleigh in a boyish way

Is Cupid with spreading wing.

Jingle-de jangle-de jing!

Oh ring, ye sleigh-bells, ring,

And, O moon above, look down on our love,

And to-night see me be a king.

—Gordon Kent in *Pittsburg Post*.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.

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TICKET BROKERAGE.

The instructions of the late Grand Division relative to effort to secure the passage of a law prohibiting the sale of transportation tickets over roads engaged in inter-state traffic, by any person other than the authorized agent of the company, or ticket scalping, have been complied with and a bill, aiming to accomplish this, has been introduced in the senate by Senator Cullom, of Illinois.

The following extracts from the report of the Inter-State Commerce Commission for 1890 set forth forcible arguments in favor of stamping out this "nefarious traffic":

The ticket broker has no necessary, useful or legitimate function. He is a self-constituted middleman between the railroad and the passenger. All railroads have accessible and convenient offices and agents for the sale of tickets. The public can be fully accommodated by the regular agencies of the roads without the intervention of superfluous and obtrusive middlemen.

As there could be no field of operation for this class of persons if the railroad companies obtained full established rates for all transportation furnished by them, the expenses of the business and the profits made by those who conduct it must necessarily in the first instance come out of the carriers, and represent simply the discount suffered by them from their established fares and the resulting diminution of revenue. But indirectly this diminution of revenue is made up by the public, for while the business continues the carriers have it in mind in making their rates, and charge higher rates than would be necessary for fairly remunerative revenue if there were no such drain upon them to support the auxiliary force of scalpers.

The business is therefore hurtful both to the roads and to the public in a financial sense, and the extent of the injury it is scarcely possible to measure. The harm done by an army of unscrupulous depredators upon a legitimate business can not be computed by any known standard. Lawless greed recognizes no limits, and weak compliance by its victims only stops at exhaust-

ion. But the moral injury both to railroad officials and to the public is even greater. To railroad officials the business serves as an invitation and an excuse for dishonest practices. It is used as a cover, deceitful and transparent it is true, for evasions of law and for dishonorable violations of compacts among competing roads to maintain agreed schedules of rates. The public morals are affected by the natural inference that railroad officials are deficient in sense of honor and integrity, and that if the railroad code of ethics permits one road to cheat another it is equally permissible for the public to cheat the railroads. The inevitable tendency of the practice, therefore, is to eliminate the moral element and the rule of action that element inculcates—business honor—from the practical field of transportation.

In whatever aspect ticket scalping may be viewed, it is fraudulent alike in its conception and in its operations. The competition of roads affords the opportunity for the work of the scalper. Without rival roads competing for business he could have no field. The prospect of selling more transportation at a discount than at the established rate, and so diverting business dishonestly from a competitor, is the temptation to a road to let a scalper do for it secretly what it does not dare to do openly. The weak excuse of every road that transgresses in this manner is that some competitor does it. Fraud, therefore, is the incentive to the business. And in its conduct every step is one of actual fraud. The scalper's vocation the necessity for his occupation, is to sell transportation at less than published and established rates; in other words, below lawful charges. Every such sale is a fraud upon the law, a fraud upon competing roads, and a fraud upon the stockholders and the creditors of the road for which the sale is made.

But bad as these transactions are, they are not the worst. There are other branches of the business which we are told by railroad officials are practiced, to their actual knowledge, which are even more culpable. These are said to embrace such acts as dealing in tickets and passes that have been stolen, and tickets that have already been used but not defaced or canceled by conductors, as also in tickets fraudulently altered

in respect to dates or extent of journey, and spurious tickets to which the use of some artful device gives the appearance of genuineness. In such cases an imposition is practiced either on a railroad or upon a passenger, certainly upon the latter if the fraud be detected. Whether all or only some brokers engage in these fraudulent practices, or whether the frauds by which stolen, defunct, or altered tickets are palmed off on the public and on the railroads as well, are perpetrated by brokers themselves, or by others acting in collusion with them, are not material. The acts are incidents of the business, and arguments of great potency for legislative action to eradicate the evil.

One might suppose that a practice of this character could no more be defended than larceny or forgery, but strange as it may appear it is defended, before legislative bodies and elsewhere, and the right to carry it on unmolested is demanded. It is urged by way of defense that through the ticket scalper a portion of the public get lower rates and therefore his operations are in the interest of the public. The circumstance that lower rates so obtained are forbidden by the fundamental principle of the law, that equality of charges for equality of service shall be made, and that such rates are unjust discrimination, is wholly disregarded by this defense.

It is also said that railroad tickets are merchandise, and may be bought at wholesale at any price for which they can be procured, and may be sold at retail for any price the purchaser will pay. This, again, ignores the plain requirements of the law, that a railroad as a public agency must establish and publish its fares and charges, and sell its transportation only at its established rates, and that it is declared a criminal offense to do otherwise. The merchandise theory is an entire perversion of the nature and objects of railroad tickets. A railroad ticket instead of being merchandise, is in law only a receipt or voucher for the payment or cost of a journey, and evidence of a contract on the part of the railroad to carry the passenger. It imports that the lawful price of carriage has been paid, and that the holder is entitled to the extent and kind of transportation indicated by the instrument.

Another defense of the business is put on the benovolent ground that passengers holding tickets for a considerable journey often change their minds, or are obliged by some happening to stop short of their destination, or to return without making the whole journey, and that by the charitable interposition of a broker the tickets are taken off their hands at no great loss, whereas otherwise the loss might be considerable. This overlooks the obvious fact that it is quite as convenient for a passenger to have his unused ticket redeemed at the office of a railroad upon which he is traveling as at the office of a broker, and that at a railroad office he can receive the full pro rata value of the unused part of his ticket without losing the broker's profit.

These are, in brief, the grounds upon which ticket brokerage is publicly defended, and which are urged to prevent legislation for the suppression of an acknowledged abuse of large and growing dimensions, seriously injurious in its character, bad in its influence, and owing its existence to the vices of human nature.

The leading railroad officials of this country are a unit in the recommendation of a national law for the suppression of the business, embodying the general features of the Canadian statute. Several of the state legislatures have enacted laws of a similar character, but in the absence of a national statute they cannot be made as effective as they would be with a national statute on the subject.

It is stated by a Canadian railroad official that there is not a ticket scalping office in Canada. This tends to show the effectiveness of a general law, and renders it probable that like results might follow from such a law in the United States. The Canadian statute, in substance, forbids the sale of tickets by anyone except a railway station agent or the regularly appointed agent of a legitimate transportation company, and fixes full responsibility upon the company whose ticket he sells for his acts, and puts it in the power of any person to make complaint and prosecute for violation of the law. The law also provides that all unused tickets or portions of tickets shall be redeemed by the issuing company. This takes away any excuse on the part of the public for dealing with outsiders.

These features are embodied in the act now pending before congress, together with penal provisions for the punishment of offenders. The two safeguards that are deemed essential, and that it is believed will work a substantial cure of the evil, are, first, the limitation of the sale of tickets exclusively to duly authorized agents of the company, who shall publicly display their license or certificate; and, second, the redemption on a fair basis, by the issuing company, of all tickets not used in their entirety.

Add to these the arguments from the standpoint of the train conductor. The continual annoyance of being obliged to exercise eternal vigilance in looking out for these fraudulently obtained and altered tickets. The occasional deduction from his salary in payment of the fare represented by such worthless ticket, which in the hurry and anxiety attendant upon the discharge of his many and exacting duties, he has inadvertently honored. The frequent controversies with holders of such illegitimate transportation which at times go to extremes and not infrequently end in lawsuits, and which in the case of Brother Lew. Price, of the Ohio and Mississippi, ended in his being murdered in cold blood by a passenger from whom he exacted payment of fare in lieu of a worthless ticket tendered for passage. The importance of the removal of temptation from the pathway of the weak, which if not resisted by everyone, places the whole number under suspicion. A few weeks since a conductor on the N. Y. & H. Ry. was arrested, charged with having sold to scalpers at various points, tickets which he had lifted on his train but which he had failed to cancel. The rumor was immediately set on foot that a number of the conductors were involved in the conspir-

acy to defraud and this rumor—which proved to be unfounded—was published to the world in the daily papers. Another instance of a lie started which the truth can never overtake. The strongest argument from our standpoint is that if we expect to further increase the compensation received by our members, or even to hold on to that which they now enjoy, we must depend upon an improvement in the earnings of the lines by which they are employed. Vast sums of money, which can never by any possibility

benefit us, go yearly into the till of the scalper. If that amount were distributed among the men in the shape of increased compensation it would be a matter of surprise to many when the percentage of increase was made known. The employe has a right to share in the prosperity of the property which he assists in operating. If we assist in increasing and protecting the earning capacity and revenue of our employers we can look for more consideration from them in the matter of salary.

THE RAILROAD Y. M. C. A.

Railroad men the country over are taking more interest every year in the workings of the Y. M. C. A., and especially in those branches organized more particularly for their benefit. Wherever these branches have been instituted and properly conducted they have greatly advanced both the material and moral welfare of the men brought within their influences and these practical results have made warm friends of many outside the ranks of those who are enrolled among the active workers. The present month has been chosen for another International Conference of this department, and it now promises to be largely attended and productive of much good to the members. At the request of C. J. Hicks, secretary of the International Committee, we reproduce the call for this meeting, reading as follows:

The Seventh International Conference of the Railroad Department of the Young Men's Christian Associations is hereby called to meet in New York City, March 29 to April 1. All Railroad Associations and Departments are invited to send representatives.

The Committee of Management of the Railroad Branch of the New York Association has invited the Conference to meet in the Railroad Men's Building, 361 Madison avenue, and has offered to provide entertainment for those in attendance who are properly introduced, either by the Railroad Association of which they may be members, or by the International Committee. It is expected that entertainment will be provided for all who attend, but any Association desiring entertainment for more than five representatives, should arrange the matter by correspondence at least a week previous to the opening of the Conference.

The program will be announced in a later circular. It will include papers and discussions concerning important phases of Railroad Association work, addresses from prominent railroad officials and others, and will be arranged with a view to strengthening the entire Railroad work, as well as to being personally helpful to those in attendance.

It is hoped that each Railroad Association will be represented at this Conference. Christian railroad men at unorganized division points are also specially invited to attend and take part in the discussions. The opening session will be held Thursday evening, March 29.

The names of those desiring entertainment should be sent at as early a date as possible to G. A. Warburton, Railroad Secretary, 361 Madison avenue, New York City.

Those who have not been able to follow closely the workings of this department will doubtless be interested in the following brief resume of what was accomplished by it during the past year, taken from the Year Book for 1893:

The department now includes 97 Railroad Associations and departments, employing 116 railroad secretaries and assistants, with 23,000 paying members during the year, and a much larger number resorting to the rooms, which are always open to all the employes of railroad, palace car, express and telegraph companies, and men in the railroad postal service. There are 2,510 members serving on committees. Of these associations thirty-six occupy buildings owned by them, or placed at their service by the railroad management.

The total average daily attendance at the rooms in eighty-seven associations was 7,816. Eighty-five associations paid out last year for current expenses \$176,243. Of this amount, about 25 per cent. was contributed by the employes and the balance by the railroad companies. They are supplied with seventy-four libraries, containing 48,975 volumes, most of them in constant use. In seventy-four of these associations 233,636 baths were taken. Twelve thousand, eight hundred and ninety-eight visits to sick and injured men were made by the secretaries and committees in ninety-seven associations.

This is certainly an excellent showing and all who are interested in bettering the condition of the railroad man will hope to see such a good work prosper.

THE NORTHERN PACIFIC SETTLEMENT.

The conferences between the receivers of the Northern Pacific and their employees, relative to the wage schedule proposed to go into effect Jan. 1, last, were brought to a close by an amicable adjustment of the differences between them early last month. The series of meetings which led up to this desired end commenced in November, and it was not until Feb. 10 that the chairmen of committees representing the various organizations and the representatives of the General Officers were able to agree, making it in all the longest conference of the kind ever held. Every possible phase of the points at issue was ably presented and the discussions thereon were marked by the patience and deliberation shown by both parties. The settlement that was finally made was in the nature of a compromise between the schedule proposed by the receivers and the original requests of the men. While in some particulars the schedule, as agreed upon, does not do full justice to the employees, the best possible un-

der the circumstances has been done, and we have what seems to us abundant reason to believe that, with improving business, we will be able to regain at least a part of what has been taken from them.

A motion to modify the Jenkins order would have been made, and on refusal, an appeal would have been taken, pending these conferences, had it not been feared that the interests of the men would be jeopardized by such a course. On Feb. 15, five days after the settlement had been concluded motions were made before Judge Jenkins, asking that his orders of Dec. 19 and 22 be modified by striking out the more objectionable parts. These motions were originally set for hearing Feb. 23, but that date was afterward changed to March 2. Should the desired modification be then refused an appeal will at once be taken and the question will be carried up until the right of a judge to issue such far-reaching orders has been authoritatively determined.

ARE RECEIVERS PARAMOUNT?

By far the most interesting and, at the same time, most significant feature of the legal history of this country during the past year is to be found in the appeal made by railroad employees to the federal courts for protection against the encroachments of receivers appointed by such courts. This was not done until judicial aid had been invoked by the representatives of capital against the labor employed by it, and was then accepted as the last resort to men who were determined to abide by the laws of their country and had still faith that justice could be thus obtained. It was a radical innovation, as laboring men had always relied upon their own exertions and the righteousness of their cause to obtain justice, and had felt that there could be but little hope for them in a legal contest with their employers. While the results of the experiment have not been satisfactory in every particular, there is encouragement in the firm stand taken by many of the judges appealed to, for even-handed justice for both employees and employers, and justice is all the workingman wants. The movement is still in its infancy, however, and no just measure of its benefits can be taken until the court of last resort has shown by its decision whether or not the laws, as they now stand upon the statute books, and the courts, as at present constituted, can be relied upon to preserve the rights of the common people when brought in conflict with the apparent advantage of great corporate interests.

There is one phase of the new departure, however, that may now be studied with profit and the lesson taken home by all who have the best interests of labor at heart. It is to be found in the widely divergent constructions of the law and of the powers of the court as made by the various judges before whom these cases have been brought. Nothing of late years has given so complete an illustration of the "law's uncertainty" and the variability of the judicial mind. Even where the questions of law and fact were identical, different judges have delivered opinions as widely divergent as right from wrong. The recent rulings made by Judge Ricks and by Judges Hallett and Riner in passing upon the power of a court to go behind the returns made by a receiver appointed by such court, are directly in point and a brief contrast of these conflicting opinions may be found of profit in this connection.

In December of last year the receiver who was operating the Toledo, St. Louis & Kansas City road under Judge Ricks, of the federal bench, announced a reduction in the pay of his employees. Following the line of action commended by Judge Speer in the Georgia Central case, a petition was filed before Judge Ricks by the employees of that road, asking him to issue an order restraining the receiver from making this reduction. This petition was made in good faith, by over 500 of the men, who offered to show that

their wages were already below the limit of decent living and that the reduction was unnecessary and uncalled for. On the other hand, the receiver contended that the reduction was made necessary by the reduced earnings of the road. After a hearing, in which no evidence was presented, though offered by petitioners, Judge Ricks refused to issue the restraining order asked, holding, in effect, that a court could not investigate the merits of such a contest but must accept the report of the receiver in all matters of detail. The following extracts from the extended opinion handed down by the learned judge will better formulate his views upon this point than any synopsis that could be attempted :

The receiver appointed by the court to operate and manage the defendant railroad, pending foreclosure proceedings, is an officer of the court, and in that capacity represents all parties interested in the property. The persons employed by him occupy such a relation to the court that in a controversy between them and the receiver concerning any alleged wrongs and injuries committed by him, they may be heard by the court upon a proper application being made. When such application is made, it becomes the duty of the court to consider the same and if the allegations are of a character to make it proper to further consider them, the receiver should be required to file an answer thereto. The court will then be able to determine from such pleadings whether the issue between the parties is of such a character as to make it proper to hear testimony and make a formal investigation, either by reference to a master, or by hearing witnesses in open court. But the very object in having a receiver experienced in the management of railroads to represent the court and operate the road and preserve the property preparatory to a sale, is to relieve the court from the responsibility of its maintenance and management.

The receiver is chosen on account of his experience and sound judgment to operate the road for the benefit of the creditors and all concerned. While he is the officer of the court, and subject to the orders and directions of the latter, yet his instructions are always general in their character. He is expected to look after the details of the business and to apply to the court from time to time when special instructions seem necessary. The very nature of his relations to the court, and his duties to the creditors, entitle him to the largest degree of discretion possible in the discharge of his duties.

The court is constituted of several judges, and the railroad being operated extends through several judicial districts, so that it is difficult to secure uniformity in the administration of the property when an attempt is made to retain control of the details of the management in the court.

It is therefore the settled practice, both as a matter of comity between the judges and as a matter of necessity to the proper and safe administration of the trust, to impose, as far as possible, the management of the property to the receiver, and to remit the supervision of his man-

agement to the court in which he was appointed and in which the primary jurisdiction attached.

In view of this well defined policy, it must be apparent that in the operation of a railroad extending from Toledo to St. Louis the court must necessarily rely upon the receiver, and hold him responsible for details. His discretion in such management will not be interfered with except where some abuse and wrong is manifest.

* * * * *

Reference is made to these general charges and to the more detailed character of the issues presented, for the purpose of showing how useless and barren of results would be an investigation upon the questions of fact involved. This court must accept the official reports of the receiver and the statements of his books, as final on any issue as to whether or not there has been a decrease in the earnings of the road. The verity of his accounts could hardly be said to be put in issue by a denial of a decrease of earnings founded on any calculations made on such a partial and imperfect basis as the earnings of a few trains, as set forth in the petition.

Then the court is asked to hear testimony and pass upon the question of whether a few section foremen or deputy division superintendents, or a few clerks, could be dispensed with, so that a reduction in the wages of others might be made unnecessary. The receiver avers that the petitioners are paid wages as high, and some higher, than is paid for the same kind of labor by competing lines in the same territory. This petitioners deny, and recite facts and figures which seem to sustain their claim, but which, as stated, are susceptible of examination to sustain the receiver's avowment.

All these issues, if entered into, involve the court in a consideration of the entire present organization of this railroad, and in an examination as to the entire force of employes; whether they are too numerous; whether their wages are too high; whether some could be entirely dispensed with, or their duties combined in a fewer number; whether the rates of freight are too high; whether the earnings could be increased and the expenses diminished.

The very statement of the questions necessarily involved and to be fully considered and determined by such an investigation, and the nature of the evidence to be taken and considered in support of the various issues presented, is in itself sufficient to suggest the answer that the court can not entertain any such proposition. As before stated, the determination of all such matters must necessarily rest with the receiver, and only when it is manifest that he has abused that discretion will the court interfere. It will then interfere, not by assuming to reverse his administration and settle the details of such complaints, but by selecting a new receiver, to whom such matters can more satisfactorily be entrusted. * * *

The court feels authorized, for these reasons, to continue its management of this property under the judgment and discretion of the receiver, and to decline to interfere unless an abuse of that trust is shown. To the proper management of the property it is essential that there should be discipline and co-operation among all employes, and that the authority vested in the receiver should be maintained. This will be the policy of

the court and only when an abuse of that authority is clearly shown will it interfere. The matter of wages is one that naturally appeals to the sympathy of all. It would be far easier and much more agreeable, to accede to this demand than to refuse it. If it were a mere matter of personal preference, or an appeal to the generous impulses of the court or the receiver, there would be no reduction of wages; but this property is a trust, to be administered for the benefit of creditors, and must be maintained and preserved to the best possible advantage for the interests of those whose money is unfortunately involved in the insolvent company, as well as for the just and fair compensation of those whose labor operates and preserves it.

For the reasons stated, the motion of the petitioners for an order to the receiver to set aside the schedule now in force, and to grant an investigation as to the necessity thereof, is refused.

Judge Dundy was in full accord with these views when he accepted the *ex parte* statement made by the Union Pacific receivers and gave the schedule presented by them his official sanction. He went even further, and gave the men no opportunity whatever to be heard in remonstrance against a reduction of their wages, thus utterly ignoring their rights in the matter. This high handed course did not go long unrebuked. When the same order was presented to Judges Hallett and Riner a few days after to have it made effective in Colorado and Wyoming, they not only vamped the seal of their disapproval upon the methods pursued by Judge Dundy, by demanding a fair hearing for the men, but, with equal directness, controverted the doctrine advanced by Judge Ricks and declared the court to be the tribunal of final appeal in all differences that might arise between receivers and their employees. Their decision was as follows:

In the matter of the petition filed by the receivers of the Union Pacific system in relation to certain proposed schedules affecting the employment of men engaged in the service of the various railway and telegraph lines comprising that system now in the hands of the receivers; we are of the opinion that it is necessary to the proper and economical management of the properties now under the control of the receivers to adopt and maintain rules regulations and schedules governing the conduct and employment, and the establishment of wages of all persons employed in the service of the receivers in and about the management, operation and conduct of the business in relation to these railways and properties.

It appears by the pleadings in this case that prior to the appointment of the receivers certain rules, regulations and schedules, the result of negotiations between the managers and employees of the various railway lines entering into and composing the Union Pacific system, touching the matter set forth in the petition, were in force, recognized and acted upon by the employees and managers of the railroad companies comprising this system.

Our own view is if the receivers deem it advisable and necessary to the proper and economical management of the properties in their hands that rules, regulations and schedules differing from those in force at the time the property came into their hands should be adopted, that a hearing upon the question of proposed changes thought necessary by the receivers be had in the first instance before the receivers, that the employees affected by any proposed change be notified and be given time and opportunity to point out to the receivers any inequality in the schedules or any injustice which they may think will be done them by any proposed changes in the rules and regulations.

"If, after such negotiation and consultation, the receivers and employees are unable to agree as to any proposed rules, regulations, item or items of the wage schedules proposed, let the matters of difference be referred to the court for final determination. If this course is pursued, the result, in our judgment, will be, that after a full consultation and discussion of these matters between the receivers and employees, meeting as they will in a spirit of fairness upon both sides, determined to do the right thing under existing conditions, very little will be left to the determination of the court in relation to this matter. This course not having been pursued in this instance, we deem it advisable to deny the prayer of the petition of the receivers, and an order to that effect will be entered in this district and in the district of Wyoming."

If all our courts were actuated by the sentiments expressed in this last opinion, there would indeed be hope that the workingmen might find in them a constant and insurmountable bulwark against injustice and oppression. The statement, "If this course is pursued, the result, in our judgment, will be, that after a full consultation and discussion of these matters between the receivers and employees, meeting as they will in a spirit of fairness upon both sides, determined to do the right thing under existing conditions, very little will be left to the determination of the court in relation to this matter," is eminently characteristic of the fairness which evidently animates the entire decision and of the faith these gentlemen have in the law abiding, justice loving spirit governing the great body of American citizens as well as the few who are called upon to serve as receivers. This faith was abundantly justified and the correctness of the statement verified by the amicable settlement reached in the Northern Pacific conferences, under the exact conditions here laid down. Nor were they wanting in other confirmation as is shown by the following "advice" given one of the Union Pacific attorneys by Judge Caldwell a few days after:

You have taken advantage of the employees behind their backs. Go back to Omaha and revoke your wages order and then I will take up your case. Prepare and advertise your schedule and give the men notice. I think sixty days might

not be unreasonable. I will come to Omaha and hold a conference with your receivers and representatives of labor societies and we will see if we can not agree upon a schedule that will be just to employes and such as the receivers can afford to pay.

Following, and somewhat supplemental to this, Judge Caldwell issued the following order holding the entire matter of the new schedule in abeyance, and ordering a conference between the receivers and representatives of the men to consider and agree, if possible, upon a schedule that will be acceptable to both parties:

Since the action of the courts in the different districts in this circuit on the petition filed by the receivers for leave to revoke the schedules of wages of the employes in force when they were appointed, and to adopt new and reduced schedules, has not been uniform and harmonious, and since it is desirable and necessary that any order made on said petition should have a uniform operation upon the lines of railway operated by said receivers throughout the circuit, and since the receivers had revoked and annulled their action heretofore taken, ordering new wage schedules into effect on the 1st day of March, 1894, and have resolved that the entire matter of new wage schedules be held in abeyance to await further action of the court, it is now here ordered as follows:

1. That the petition of the receivers for leave to set aside and annul the schedules of wages of the employes on the Union Pacific system in force when they were appointed, and to adopt new schedules equalizing, and in some cases reducing, the wages of the employes, be set down for hearing before the circuit judges at Omaha, Neb., on the 27th day of March, 1894.

2. That the receivers forthwith, or as soon as may be practicable, invite the proper representatives of employes on said system to attend a conference at Omaha, Neb., commencing on the 15th day of March, 1894, for the purpose of con-

ferring with S. H. H. Clark, receiver (who is hereby specially designated and selected to conduct said conference in behalf of the receivers), and such other person or persons as he may select to act with him, at which conference the entire matter of proposed changes in wage schedules shall be taken up and, as far as possible, agreed upon between the said Clark and said representatives of the employes. Such conference to continue from day to day until such agreement is reached.

3. That in case there are any matters in difference remaining unadjusted, such matters of difference shall be clearly and specifically stated and presented to the court in writing on or before the 27th day of March, 1894, and the hearing herein shall proceed as to such matters in difference before the circuit judges of the court, and after hearing the parties and their witnesses and counsel the circuit judges will make such order in the premises as may be right and just.

4. That the receivers grant to such representatives of the employes leave of absence to attend said conference and hearing and furnish them transportation to Omaha and return.

Much the same stand was subsequently taken by Judge Woolson, of this state. These differing opinions show how far apart the lower courts are upon matters that are of vital importance to every working man in the nation and especially to the railroad employes who all are directly interested. They also show how important it is that the higher courts should, as speedily as possible, decide clearly and definitely the relations between a receiver appointed by the U. S. courts and the employes of the property in his charge, in order that it may be determined whether or not the fact that a man is in the employ of such receiver has the effect of abridging his rights as a citizen, and if it does so abridge his rights, why?

COMMENT.

If the numerous court decisions which have lately been directed against the labor interests of the country have the effect—and I am inclined to think that they will—to awaken workingmen to a realization of their true position in the industrial economy of this country, they are the best things that have happened in many a long year, and the "labor problem" is much nearer a solution than many persons dream. As Chief Justice Taney's decision in the Dred Scott case was really the death knell of chattle slavery in this country, so may the decisions of Jenkins, Dundy, Ricks, *et al.*, sound the death knell of industrial slavery. For years and years workingmen have been deluded with the belief that this was the one country upon earth where all men were equal in the eyes of the law, but recent decisions are of a na-

ture to dissipate that delusion, and unless American Freedom is merely an empty phrase we have reached the beginning of the end of our industrial difficulties.

* * *

The capitalists have at last shown their hands, no honeyed phrases concerning the "dignity of labor", "freedom of contract", "freedom of industry", and so on, will longer serve to disguise the fact that the intention is to place workingmen in abject slavery to the property interests of this country and crush out of them every spark of independent manhood through processes of law. But the capitalists depend too much on the American workingman's traditional respect for law; they forget that law is respected only in proportion as it is felt to be just, and that when it

is felt to be oppressive by reason of unjust features men are mighty apt to ignore and override the law. They forget, too, that workingmen have it in their power to change the law; that all they lack is unity of purpose to bring about an entire revolution in our whole governmental polity within the short space of one election, and they are very superficial observers of the course of history if they fail to perceive that their present plan of action was the one thing needed to bring about that very unity which shall prove the workingman's salvation. When workingmen once perceive that they have nothing to expect from an appeal to the law, when they see that the law is not conceived with the view to their protection, then has the time arrived when they shall be ready to make a united demand for a change in the law, and they have the exceptional advantage over workingmen in European countries that they do not need to bring about a political revolution as a preliminary to anything else; they do not need to secure the right to vote before they can accomplish a revolution in the law, because they have that right already, and all that is needed is the consciousness of a common danger to unite them so as to bring about an intelligent application of their power in a constitutional manner.

* * *

What is to be thought of the decision of Judge Cox in the *Knights of Labor* injunction case? Here was a petition presented in the name of three hundred thousand workingmen who claimed that their interests would be adversely affected by an issue of bonds, and who might certainly be expected to present valid arguments in support of that claim, or denied a hearing—on what grounds? The judge said: "On general principles, no person can legally begin an action against an officer of the government, unless the rights of property of complainant or complainants are involved. The complainants have not shown that they are property-holders. They have no standing in the court as tax payers, and no legal right in the question as to a bond issue." In other words, that boasted badge of sovereignty, American Citizenship, is not sufficient to give a man "standing in court" and secure him against spoliation through processes of law. In addition to his citizenship, a man must be a property owner before he can acquire sufficient "standing in court" to secure consideration of any question affecting his interests. Do workingmen require a more explicit declaration than that of the precise attitude of our law makers and interpreters with respect to their interests? The laws are made and interpreted solely with regard to the so-called "rights

of property;" the rights of man are a secondary consideration. No person who calmly considers the events of the past few months can longer doubt that. When American citizens have no right to enter court for the purpose of enjoining an act of one of their own servants, an officer of government; when it is plainly given out that only the so-called property owners of the country have the right to invoke the aid of the courts to secure themselves against the consequences of the pernicious policies inaugurated by government officials, then, surely, has the time arrived when we should revive the ancient traditions of our government and call for a new deal. Surely, has the natural order become reversed and the servant become greater than his master when it comes to that.

* * *

And what satisfaction did the *Clover Leaf* employees get from Judge Ricks? What matter that the men's wages were cut down to the point where they were no longer able to support their families in decency? They could get no relief from the court. The property interests, the bondholders who are drawing their quotas of interest from the earnings of the road, together with their high salaried agents, must be protected. They must not be allowed to suffer to any extent from the effects of their own mismanagement in the operation of the property, but the employees must suffer all the consequences of the enforced reduction by having their wages reduced below the point of respectable living, while the courts sanction the outrage in the name of the rights of property, holding the club of federal authority over the heads of employees to keep them in subjection and endeavoring to reconcile them to slavery with well worn sophistries about the rights of property.

* * *

No matter what the form of government may be, there is a limit beyond which those in authority cannot safely pass in their dealings with the people. In proportion to their intelligence the masses may be oppressed more or less by their rulers, but sooner or later—sooner among the more intelligent people, later among the less—the breaking point is reached and there comes the explosion. The pages of history are filled with accounts of these explosions, and, what matter that they do afterwards again become enslaved, the people, for the time being, invariably come out the winners. Events move quick in this age of the world and the people have reached a plane of intelligence where they are not likely to permit themselves to be again enslaved after the next explosion comes, if come it must. "After me,

the deluge," is a poor motto for those who are now in authority to adopt in their dealings with the masses, as it is awful hard to predict just when the deluge is liable to arrive, and those who hope to escape it may be engulfed instead of those to whom they intend to bequeath it. Those in authority should take warning; the limit of endurance for the masses is pretty badly strained at present and the explosion is liable to come with very little more pressure. If workingmen can learn wisdom from passing events they will unite

their forces and secure emancipation in a peaceable and logical manner through the ballot box; if they can not, then the violent explosion must come, and unless the workingmen do learn wisdom the latter event is not so far off but many persons now living shall be able to talk about it in their old age as our old soldiers now talk of our civil war. It is much to be hoped that workingmen will be wise enough to unite their forces and rally to the defense of our citadel of liberty

"B"

"WHERE ARE WE AT?"

The decisions and restraining orders emanating from federal Judges of late have caused us to desire above all things else to know "where we were at." In an effort to learn this the proposed investigation at the hands of Congress was set on foot and motion to modify the famous injunction issued by Judge Jenkins was entered in the court at Milwaukee. Arguments on the motion were heard by Judge Jenkins on the 2d and 3d insts. The receivers were represented by ex-Senator Spooner and Gen'l McNaught; the organizations by T. W. Harper, of Terre Haute, Ind., and Quarles, Spence & Quarles, of Milwaukee. The motion to modify the order contemplates the elimination of those portions which restrain the men from "quitting the service with or without notice," in such manner as will embarrass the operation of the road and the officers of the organizations from performing their duties under the laws of the organizations. No exceptions were taken to those portions of the order which restrain from destruction of property or the commission of acts of violence toward persons who seek to continue in or enter the employ of the receivers. The organizations represented do not countenance such acts, and as we believe them all to be in violation of the laws of the land and that their commission would bring the perpetrators at once in contempt of court, if the property was in the hands of a receiver, we do not feel that the restraining order has any effect in these particulars beyond calling these things to the attention of men generally. It certainly does not make the law any stronger or the penalty any more severe. As both the attorneys for the receivers and the Judge himself admitted that men had an unquestionable right to quit, it seems fair to presume that the decision which has not yet been rendered will concede the right to quit in concert, provided it is done decently and in order. The attorneys for the receivers also admitted that in the connection in which the officers

of the organization are restrained from advising, etc., with the employees, the language was too sweeping, and should be modified. As a result of the investigation of the action of Judge Jenkins in issuing this order we expect to see clearly defined the difference between the relations as between the employees of a property in the custody of the courts and operated by a receiver, and their employers and those of a company operated by its stockholders. The exact relations in which railway employees stand to the law as compared with men in other branches of industry—and we do not think there should be any—should also be brought out. We predict that when these matters have been thoroughly sifted and carefully investigated it will be found that men have as much right to combine lawfully for the purpose of enhancing the price of labor as they have to combine for the purpose of increasing the price of any other commodity. If organized labor respects and conforms to the laws of the land, the laws will respect organized labor. If the contrary should prove true, organized labor has the power to secure the enactment of laws which will. In legal controversies it is quite natural that the defeated contestant should feel that exact justice has not been done, but we do not doubt that the vast majority of our citizens desire to see justice, pure and simple, administered by our courts. That is all they demand; they will be satisfied with nothing less. What the vast majority of our citizens earnestly desire, that they will, in time, have in the form of law and justice must be done though the heavens fall. In passing upon matters in which these same principles were involved Judge Story said

"If the person of any individual is not secure from assaults and injuries; if his reputation is not preserved from gross and malicious calumny; if he may not speak his own opinions with a manly frankness; if he may be imprisoned without just cause, and deprived of all freedom in his choice of occupations and pursuits; it will be idle to

talk of his liberty to breathe the air, to bathe in the public stream or give utterance to articulate language. If the earnings of his industry may be appropriated, and his property may be taken away at the mere will of rulers, or the clamors of a mob, it can afford little consolation to him, that he has already derived happiness from the accumulation of wealth, or that he has the present pride of an ample inheritance; that his farm is not yet confiscated; his house has not yet ceased to be his castle; and his children are not yet reduced to beggary. If his public liberties, as a man and a citizen, his right to vote, his right to hold office, his right to worship God according to the dictates of his own conscience, his equality with all others, who are his fellow citizens; if these are at the mercy of the neighboring demagogue, or the popular idol of the day,—of what consequence is it to him that he is permitted to taste the sweets, which may be wantonly dashed from his lips at the next moment or to possess privileges which are felt more

in their loss, even, than in their possession? Life, liberty, and property stand upon equal grounds in the estimate of freemen; and one becomes almost worthless without the security of the others. How, then, are these rights to be established and preserved? The answer is by the constitutions of government, wisely framed and vigilantly enforced; by laws and institutions deliberately examined, and steadily administered by tribunals of justice above fear, and beyond reproach, whose duty it shall be to protect the weak against the strong, to guard the unwary against the cunning, and to punish the insolence of office, and the spirit of encroachment and wanton injury."

God speed the day when our laws are without exception administered by such tribunals in a manner so eminently and considerably fair and just that none can be found to question or complain.

BORROWED OPINION.

All laws are not righteous and all judges are liable to err. But these facts do not justify unlawful acts. If the laws are unjust a method has been provided by which they may be changed. If judges are corrupt or incapable they may be impeached. So far as Judge Jenkins' decision is concerned, we believe that public sentiment overwhelmingly condemns it as pernicious and inequitable, but Congressman McGann, not General Sovereign, has adopted the true remedy. All true citizens should stay within the limits of the law. In going elsewhere a labor leader is betraying the cause he represents.—*Chicago Dispatch*.

"Ticket repairers" is the euphonious title of a branch of the ticket scalping fraternity whose honorable business it is to make over dead tickets and passes by filling in the date holes and punching others, erasing names and destinations and substituting those which are desired, and in other ways committing forgery and robbery upon the railways. One of these scoundrels is bold enough to write to ticket agents: "If you have any stock that you want repaired I can do it for you at a moderate price, and also guarantee you a good job that cannot be detected by an ordinary person or conductor." It is further specified that the expert will eradicate ink and fill holes. The propriety of putting a stop to this class of crime by abolishing the traffic which alone makes it profitable, that of ticket scalping, can hardly be questioned by fair-minded men.—*Railway Age*.

It is only natural that the press, dominated by the mental processes of the capitalist, should have no word of commendation for the effort of Congressman McGann to make an example of the Milwaukee judge, who struck a vicious blow at the liberties of workmen in subversively giving the Northern Pacific receivers an injunction for which they asked. * * * *The Times* discerns in Judge Jenkins' injunction the most serious assault upon the freedom of men since the shackles were stricken from the wrists of the last American slave. It is vital to the cause of labor—which

is the cause of civilization and humanity—that this decision be overthrown in a higher court and that opportunity for other lawmaking on the bench of the same nature be forever destroyed by the adoption of legislation such as is in Mr. McGann's very proper and temperate resolutions. But if the working classes here expect other journalistic help in securing this legislation than that the *Times* can give them they are destined to disappointment.—*Chicago Times*.

The resolution in Congress for an investigation of the actions of the Federal judges in the matter of issuing injunctions against members of organized labor to prevent them from striking or lending encouragement or assistance, is a proper move. It will possibly be the means of preventing the United States judges from stretching points and their power, so that the railroad corporations can be catered to. There is no question but what there will be a general uprising of labor if the trampling upon their rights with impunity is continued. There need be no fight between capital and labor at this time, but each one should accord to the other the rights which belong to it. The injunctions, as issued, instead of making the organized laborers submit without objecting, cause a general protest from all classes. Legislation is needed to protect the weaker class and we are glad to see an inquiry on foot before Congress. Every little helps, and it is a step in the direction of legislation.—*Railroad Telegrapher*.

If all the judges who are called upon to decide this matter will show the same spirit of fairness that has been shown by Judges Hallett and Riner there will be no difficulty in adjusting the differences at issue. There has been a bond of sympathy between the company and the men heretofore, and it would be a most unfortunate matter to sever that relation. While the company has endeavored to play Judas in this matter, the men can recognize that two wrongs never make a right and can prepare to meet the company in the same spirit of fairness that they have met them in the

past, and as the judge remarked, "there will be very little left to the judgment of the court." The decision is just and all that fair minded men could ask. It has recognized the rights of the men to be heard by their employers, it recognized the right of the employees to appear in court against their employers, and, in short, it is the greatest victory ever won by organized labor in the courts, and if the advice of Judge Riner be followed, the end of labor strikes is near at hand. *Railroad Trainmen's Journal.*

The coincidence of an order issued at Omaha by Judge Dundy at the instance of the receivers of the Union Pacific railway company enjoining the employees of the company from striking against a cut in wages, with another order from the same judge granting to each of the five receivers a salary of \$18,000 per annum, is unpleasantly suggestive. It is one of those occurrences which do more to embitter the already strained relations between employers and employed and increase the difficulties in the way of an amicable adjustment than can be undone by years of conciliatory effort. Whatever may be said of the necessity for a cut in wages of the railroad employees caused by the depression in business and decrease in earnings, and however unwise it may seem for employees to engage in a strike at a time when so many thousands of willing laborers are out of work, one thing is absolutely certain: that is, that mechanics and workingmen earning \$2 and \$3 a day by the labor of their hands will not consent without protest to a reduction of their own wages while five men are paid \$60 a day, present or absent, for doing the work of one or two, and muddling with the multitude of counselors the management of affairs which would much better be intrusted to one or two competent persons. It seems to them rank injustice. Toward the use-

less receivers who take the money, the judge who awards it, the government and the laws that permit it and the corporation that has not the courage to oppose it, these men naturally have no friendly feeling.—*New York Tribune.*

Is it not high time that the questions involved in these orders and injunctions of Judges Jenkins and Dundy were definitely settled by the highest of our judicial tribunals? Whether there is ground for impeachment against the judges, as suggested by the resolution of Mr. McGann, recently introduced in the House of Representatives, there is certainly no room for question that the relations of the Federal courts to the receivers of failing railroads and of the receivers to the employees of the roads ought to be more clearly defined. While the necessity of receiverships implies the existence of conditions demanding retrenchment of expenditure, it may well be asked if the policy of retrenchment should apply only to the subordinate employees, and what sufficient ground there is for paying inordinate and extravagant salaries to half a dozen or more of the beneficiaries of Federal patronage, whose positions are for the most part sinecures, while the means of subsistence of the daily wage earners are correspondingly curtailed.

It is also of importance to know by what authority Judge Jenkins, or Judge Dundy, or any other judge, assumes to enjoin the working force of a railroad from striking against a reduction of pay, or in other words, from quitting employment when its returns become insufficient for subsistence or otherwise unsatisfactory. There must be limitations somewhere to the jurisdiction of a Federal court over the liberty of the individual citizen, and what those limitations are no time should be lost in finding out.—*Washington (D. C.) Post.*

During the recent convention of the American Federation of Labor in Chicago it was determined to issue a monthly magazine, representative of the principles of that organization. The first number was issued early this present month under the title of *The American Federationist*, and something of its purpose may be gathered from the following brief extracts from Mr. Gompers's salutatory:

Much good may be accomplished by the timely discussion of events as they transpire in the economic, social and political arenas, and to present clearly their bearing and influence upon the toiling masses of our country. A word of advice or warning spoken at the opportune moment may either secure for our cause a position of great advantage, or prevent an advantage being taken of it by its enemies.

Our contemporaries—the labor press of America—we count not only as our friends, glad to give and entitled to receive mutual support and co-operation, but we also look upon them as the vanguard and pioneers of the grand army of organized labor. We shall endeavor to work together for the organization of our fellow-toilers, to spread the light and do yeoman service to

usher in the dawn of that better day for which the history of the human family has been one vast preparatory struggle.

"Will you give me a kiss?" he pleaded

"Just a little ere I go?"

"Oh, kisses," she answered, archly,

"Are sweetest when stolen, you know."

Then a thief he became, bold and daring,

Without half a minute's delay,

And like the Arab in the story,

He silently stole away.

—*Kansas City Journal*

* *

The Scientific Publishing Company of New York recently issued a manual of parliamentary law that promises to fill a long felt want. It is ably written and so arranged that any point of order liable to come up during any ordinary meeting can be referred to at a glance and an authoritative decision found. It will be found of special value by presiding officers, and any one desiring to become a parliamentarian should possess one of these valuable works.



The latest addition to our exchange list is *The Sunday Morning Railroader*, published at Hornellsville, N. Y. As the name indicates, the new publication will be issued weekly, and, judging by the first number, it is entering upon a work that cannot fail to benefit the railroad men, and all classes of labor as well, in that portion of the state.

The Railroad Register has passed under the control of Messrs B. M. Wallace and C. N. Gillfillan, they assuming official control on the 16th ult. These gentlemen have already demonstrated their ability to furnish a strong labor publication, and under their direction the *Register* will doubtless grow to even greater influence than it attained under the able management of Messrs. Morgan and Duon.

"There is no better field for missionary work in this country than among those who have charge of athletic organizations at the large colleges. The growth of athletics has been an enormous benefit to the American people, but the sports have not yet fallen into their proper place. We have allowed excitement and passion to run away with our judgment until it has become the duty of those who wish well for athletics to preach a doctrine of retrenchment. We need a more sportsmanlike adherence to moderation and fair play."—"Rowing at Harvard and Yale," in *Outing for March*.

The elevator is the great equalizer of our civilization, which brings the fourteenth story down to the second, and, by excessively rapid "express service," makes the twentieth floor scarcely more difficult of access than the third. In studying the growth of the high building it is not needful, perhaps, to emphasize the relative importance of each factor that adds to its merits, but the place of the elevator is fundamental; without it its chief merit would be gone; without it its upper stories would be as inaccessible as a mountain-top. The development of the high building has hastened the development of the elevator, until to-day the "express" elevator leaves nothing to be

desired in swiftness of service.—From "The High Building and Its Art," in the March *Scribner's*.

The late Mr. George W. Childs was better known as an individual giver than perhaps any other man in the United States. It is no exaggeration to say that Mr. Childs, for the last half of his life, put more time labor and pains into the work of giving than he did into making money. To many people he seemed to scatter his gifts broadcast and bestow them indiscriminately, but his giving was not without method. In the *Review of Reviews* for March Mr Childs' method of giving is appreciatively yet discriminatingly described by Talcott Williams, of the *Philadelphia Press*. This article is illustrated with portraits of Mr. Childs at different ages, and engravings of some of his most notable gifts.

Who are the most famous writers and artists of both continents? *The Cosmopolitan Magazine* is endeavoring to answer this inquiry by printing a list from month to month—in its contents pages. This magazine claims that notwithstanding its extraordinary reduction in price, it is bringing the most famous writers and artists of Europe and America to interest its readers, and in proof of this claim, submits the following list of contributors for the five months ending with February: Valdes, Howells, Paul Heyse, Francisque Sarcey, Robert Grant, John J. Ingalls, Lyman Abbott, Frederick Masson, Agnes Repplier, J. G. Whittier, (posthumous) Walter Besant, Mark Twain, St. George Mivart, Paul Bourget, Louise Chandler Moulton, Flammarion, Tissandier, F. Dempster Sherman, Adam Badeau, Capt. King, Arthur Suerburne Hardy, George Ebers, De Maupassant, Sir Edwin Arnold, Spielhagen, Andrew Lang, Berthelot, H. H. Boyesen, Hopkinson Smith, Lyman J. Gage, Dan'l C. Gilman, Franz Von Lenbach, Thomas A. Janvier. And for artists who have illustrated during the same time: Vierge, Reinhart, Marold, F. D. Small, Dan Beard, Jose Cabrinety, Oliver Herford, Remington, Hamilton Gibson, Otto Bacher, H. S. Mowbray, Otto Guillonnet, F. G. Attwood, Hopkin-

son Smith, Geo. W. Edwards, Paul de Longpre, Habert-Dys, F. H. Schell. How this is done for \$1.50 a year, the editors of *The Cosmopolitan* alone know.

The whale fishery was at one time an enormous industry in the United States. It reached its height in 1854, when 602 ships and barks, 28 brigs, and 38 schooners, with a total tonnage of 208,399, were engaged in it. By 1876 the fleet had dwindled down to 169 vessels, and it is doubtful if fifty are now at sea. The introduction of kerosene, and the increasing scarcity of whales, seem to be the causes of this decline. Some remarkable voyages were made in the old days. "The Pioneer" of New London sailed in June, 1864, for Davis Strait and Hudson's Bay, returning in September, 1865, with 1391 barrels of oil and 22,650 pounds of bone, valued at \$150,000. In 1847 the "Envoy," of New Bedford, was sold to be broken up; but her purchaser refitted her and she made a voyage worth \$132,450. On the other hand, a vessel made a five years' voyage, and on her return the captain's lay was only eighty five dollars. But, as the Nantucket captain, whose vessel returned from a three years' voyage as clean as she went out, remarked: "She ain't got a bar'l o' ile—but she had a mighty fine sail!"—*Gustav Kobbe, in March St. Nicholas.*

The March number of *The Century* contains a great variety of points. The opening article is a sketch of the Tuileries under Napoleon III., written by a lady who was a governess in one of the court families. The accompanying portraits are especially interesting. The announcement of the book on Lourdes by Zola gives timeliness to "A Pilgrimage to Lourdes," by Stephen Bonsal—a graphic record of individual experience at this famous shrine. Mrs. Van Rensselaer describes one of New York's most beautiful buildings, the Madison Square Garden; "Josiah Flynt" writes of "The City Tramp" and incidentally shows the crying need of organized charity; Prof. Edward S. Holden tells a good deal that is new about earthquakes, and how to measure them; the Rev. Dr. Washington Gladden writes of "The Anti-Catholic League" in a way that will attract wide attention; William Mason, the well known musician, discusses the work of the Norwegian composer, Edvard Grieg. Major Andre also is a "contributor" to this number; his account of the "Mischianza," the famous festival given in honor of Sir William Howe in 1778, is printed from Major Andre's manuscript, heretofore unpublished.

Better and better! The March number of *The*

Midland Monthly, Des Moines, contains over thirty elegant engravings. Its descriptive articles stories and poetry are unusually interesting. "Deep Sea Dredging," by Ed. L. Sabin, describes a cruise of State University scientists off the Bahamas and the Cuban coast. Sam Clark, of the *Gate City*, has a grand sketch of James Harlan, illustrated with early and late portraits. The third installment of "Beatrice" is a charming description of the heroine's trip up the romantic Atchafalaya. Miss Bertha McClelland, an art student abroad, contributes a vivid description of "Picturesque Paris." Miss Ora E. Miller, President of the Woman's Board of Iowa Commissioners, contributes her second and last paper on "Iowa at the World's Fair." This paper includes portraits of Iowa's representatives at the Fair, a full page portrait of Mrs. Ketcham's famous statue, "Peri at the Gate of Eden" and other pictures. Mr. Brigham, *The Midland's* editor, has an illustrated paper describing Liverpool and the ride through Derbyshire to London. The Editorial Department is well sustained, and the publisher tells of rich feasts just ahead. *The Midland* has absorbed the large subscription list of *The Literary Northwest*, of St. Paul, thus adding greatly to its fast-growing list of readers.

The bulk of the carrying trade of the Atlantic and Pacific is not carried on in ocean greyhounds and doubtless never will be. If the principle, so successfully invoked in the case of the "New York" and the "Paris," is to be of general service to American shipowners and shipbuilders it must not be restricted by conditions as to tonnage and speed which enable only those with the great capital commanded by the International Navigation Company and the Cramps to make use of it. Possibly as a tentative measure the act of 1892 was properly restricted, and certainly the corporation which secured the passage of the measure and the shipbuilding firm which has developed into a source of profitable employment for labor and capital, deserve credit. They have demonstrated that a more liberal policy toward shipping than that which was adopted in the early years of the republic as the price for the continued maintenance of the institution of slavery does not mean the closing of American shipyards. The experiment has now been made successfully. It has been shown that the admission of foreign-built vessels to American registry is possible with a simultaneous increase in American construction, and may even contribute to it.—*From "A Present Chance for American Shipping," in North American Review for March.*



"A Friend to the Order" must let the editor know who she is if she desires her communications to appear.—[Ed.]

TACOMA, Wash., Feb. 12, 1894.

Editor Railway Conductor:

Sometime has elapsed since anything has appeared in *THE CONDUCTOR* in behalf of Mt. Tacoma Division No. 35 L. A. to O. R. C. It is with pleasure I report that our prospects are very encouraging. Nov. 27th we gave a complimentary social to Mt. Tacoma Division 249, O. R. C., and their families, which proved to be a very enjoyable affair. At 8:30 p. m. Mrs. W. J. Millican, President, welcomed the guests in behalf of Mt. Tacoma Division 35, after which an interesting program consisting of music and recitations was rendered.

All then repaired to the reception room, where refreshments were served, and the remainder of the evening was enjoyed in cards and dancing. Dec. 13th was our election of officers for the ensuing year, which resulted as follows: Mrs. C. S. Cranson, President; Mrs. H. Beals, Vice President; Mrs. E. E. Young, Secretary and Treasurer; Mrs. F. E. McFarlane, Senior Sister; Mrs. E. Z. Hurd, Junior Sister; Mrs. J. Page Guard; Mrs. J. Stamper, Chairman Executive Committee. Mrs. W. J. Millican, Correspondent. The retiring officers, and especially the president extend grateful thanks to the members for their kind support during the past year, which, I am pleased to say, has been one of sunshine. Every sister aimed to cultivate all that is warm and genial, understanding that there is more virtue in one sunbeam than in a hemisphere of clouds and gloom, and that it is the sunshine, not the clouds, that give beauty to the flowers, but should troubles come we must remember that they give sinew and tone to life, fortitude and courage to man. It would be a dull sea and the sailor never acquire skill where there was nothing to disturb its surface. The art of forgetting is a blessed art, but the art of overlooking is quite as important.

Feb. 7th Division No. 35 gave its second complimentary social to Division 249, O. R. C. There was in the vicinity of 150 present, composed of conductors, their families and friends. Mrs. C. H. Cranson, President, greeted them on behalf of the Division, after which the following program was enjoyed:

Instrumental Music	Mrs. Hover
Recitation	Miss Ella Page
Solo	Miss Avis Rouse
Select Reading	Mrs. C. H. Buckley
Recitation	Miss Ruie Dow
Instrumental Music	Mrs. Hover

To be followed by the two-act comedy drama, "The Castaway Yachters."

CAST.

Bess Starlight	Emily E. Ball
(Cast up by the waves)	
Mother Carey	Mrs. C. H. Dow
(A reputed fortune teller)	
Minnie Daze	Eva A. Dow
(Hunter's niece)	
Biddie Bane	Hannah W. Ledger
(An Irish girl)	
David Murray	Chas. H. Johnston
(Keeper of Fairpoint lights)	
Hon. Bruce Hunter	A. T. Dickey
Clarence Hunter	W. F. Clarke
(His ward)	
Peter Paragraph	J. D. O'Neil
(Special Cor Tacoma Morning Union)	
Larry Divine	A. C. Dow
(Murray's Assistant)	
Scud	Claude T. Woolf
(Colored servant)	

The performance was concluded at 11 p. m., when refreshments were served, after which dancing commenced, continuing until 1:30 a. m.

With a greeting for all, I am

Yours in T. F.,

CORRESPONDENT.

TOLEDO, Jan. 29, 1894.

Editor Railway Conductor:

The following officers have been elected for Banner Division No. 6 to serve during 1894:

Mrs. Jas. McMillan, President; Mrs. M. A. Loop, Vice-President; Mrs. J. Powers, Secretary and Treasurer; Mrs. V. Hendrix, Senior Sister; Mrs. A. McIntyre, Junior Sister; Mrs. Cantrick, Guard; Mrs. H. O. Wright, Chairman of Executive Committee; Mrs. E. W. Purrett, Correspondent.

Banner Division is in an exceedingly flourishing condition and the outlook is very bright for the coming year. We meet on the first and third Fridays of each month and our meetings are well attended. We have a membership of sixty-five and applications coming in steadily.

Sister Sewell, from Huntington, made us a visit some time ago and taught our ladies the new floor work in which we are very much interested. We expect to keep two teams in practice.

Toledo Division No. 26 and our Division are going to give a complimentary ball to our friends February 14.

The charity ball and cake walk given by Division No. 26, January 19, was a great success. Our Division assisted in selling tickets, and the aid thus given was fully appreciated.

Yours in T. F.,

CORRESPONDENT.

COLLINWOOD, Ohio, Feb. 16, 1894.

Editor Railway Conductor.

We of Aura Division No. 26, L. A. to O. R. C., are only a small band of twenty-three members situated in East Cleveland Township, and many of you perhaps do not know of our existence. But here you will find us meeting the first and third Thursdays of each month, and thoroughly enjoying each gathering.

The following officers were duly elected and installed for this, the new year:

President, Mrs. W. H. Moulton; Vice-President, Mrs. Jennie Ward; Secretary and Treasurer, Mrs. G. B. Carmer; Senior Sister, Mrs. A. M. McCowen; Junior Sister, Mrs. L. C. Arthur; Guard, Mrs. J. E. Burns; Chairman of Executive Committee, Mrs. A. M. McCowen; Corresponding Secretary, Mrs. F. E. Barnett.

We are now making arrangements for a "poverty social" to be held at the home of Sister Arthur, of Granger avenue, Tuesday evening, March 6, at which all Sisters will be duly fined if they come dressed in their Sunday best.

Hoping this will find a small space in your worthy journal, I remain

Yours in T. F.,

MRS. F. E. BARNETT,
Corresponding Secretary.

HARRISBURG, Pa., Feb. 26, 1894.

Editor Railway Conductor:

Keystone Division No. 47, Ladies Auxiliary to the Order of Railway Conductors, was organized in Sible's Hall, this city, February 1, 1894, by Mrs. B. F. Wiltse, President of Erickson Division No. 5 of Philadelphia. The following officers were elected and installed:

President, Mrs. W. K. Ross, Vice President, Mrs. E. Myers; Secretary and Treasurer, Mrs. J. Bender; Senior Sister, Mrs. T. Gilliland; Junior Sister, Mrs. A. H. ———; Senior Guard, Mrs. L. Hartzell; Chairman of Executive Committee, Mrs. J. E. Stutzman; Correspondent, Mrs. A. H. Eastright.

Mrs. Wiltse was assisted in instituting the Division by Mrs. Meck, Mrs. Stackhouse, Mrs. Bender and other ladies from Division No. 5, also Mrs. Vandike, of Sunbury, and Deputy Grand President Mrs. Robert Kline. We organized with thirty charter members and with several ladies who had their names down, but couldn't attend that day.

Keystone Division has come to Harrisburg to stay and we expect soon to have a Division second to none in the state, as we have quite a large field to work where at least two hundred ladies can become members. Mrs. Wiltse said she never organized a Division with better prospects.

In the evening we held a public installation of officers, at which quite a number of conductors and their wives were present. After the installation ceremonies Chief Conductor Gilliland presented us with a handsome altar Bible, from the members of Dauphin Division No. 143, O. R. C., which was received by our President, Sister Ross, who replied with appropriate words of thanks. The formal proceedings then closed and all present sat down to refreshments, consisting of ice cream and cake, provided by the ladies. All did full justice to the feast and enjoyed the social hour which followed. All present were well pleased with the manner in which they had been entertained.

We will meet in Sible's Hall, corner of Third and Cumberland streets, the first and third Wednesday of each month, at 2 p. m., where we will have the latch string on the outside of the door, and will be pleased to see any visiting sister who may be coming this way. With best wishes to all, I remain.

Yours in T. F.,

MRS. A. H. EASTRIGHT,
Division No. 47

CEDAR RAPIDS, IOWA, Feb. 18, 1894

Editor Railway Conductor:

The Auxiliary to the O. R. C. of this city is

progressing nicely. Our place of meeting is in the K. P. hall on First Avenue, and the meetings are generally well attended. Our society is less than one year old and has 16 enrolled members, all good workers, who are abundantly able to carry it successfully forward. Since the organization of the first Auxiliary to the O. R. C. there have been 48 Auxiliaries formed.

The first meeting of our Division in December, 1893, we elected as officers for the ensuing year:

President, Mrs. Chas. Ross; Vice President, Mrs. W. L. Francis; Secretary and Treasurer, Mrs. R. B. Chenoweth; Senior Sister, Mrs. W. H. Buttry; Junior Sister, Mrs. J. Neyholz; Guard, Mrs. Frank Barber, Chairman of Executive Committee, Mrs. F. Barber; Correspondent, Mrs. W. N. Barr.

On or about Feb. 28 our Grand President is expected here for the purpose of organizing an Auxiliary at Eagle Grove, Iowa. They have extended a cordial invitation to our Division to be in attendance, and as many of our members as deem it possible will attend.

Since our organization our ladies have given a number of very successful sociables.

MRS. W. N. BARR,
Cor. Sec.

BELLEVUE, Ohio, Feb. 11, 1894.

Editor Railway Conductor:

Autumn Leaf Division No. 12, L. A. to O. R. C., held a public installation and banquet in their Division room in K. of P. hall Jan. 31, 1894.

We extended invitations to our Grand President and to three sister Divisions, No. 6, No. 1 and No. 25, but they were unable to attend, which we much regretted. We also were greatly disappointed in not having our Grand President, Mrs. J. H. Moore, to install the officers. There being a meeting of Grand Officers in Toledo on that date it was impossible for her to be with us. Mrs. Jas. Sweeney kindly offered to act as installing officer, assisted by Mrs. J. J. Hill. The following officers were installed:

President, Mrs. Jno. R. Myers; Vice President, Mrs. Geo. Harper; Secretary and Treasurer, Mrs. L. C. Brown; Senior Sister, Mrs. Chas. Burgess; Junior Sister, Mrs. Thos. Harper; Guard, Mrs. R. A. Myers; Chairman Executive Committee, Mrs. Thos. Conner; Corresponding Secretary, Mrs. F. C. Fess

After installation the following program of vocal and instrumental music was very creditably rendered:

Instrumental Miss Clara Forsha
Recitation—The O. R. C. Master Geo. Hill
Instrumental Miss V. Davy

Vocal Miss Edna M. Sauer
Vocal Miss Dora V. Brown
Recitation Miss May Collins

Assistant Chief D. J. Gillespie, being the highest officer present, was then escorted to the presiding chair and presented with an elegant altar cloth, a gift from the L. A. to Bellevue Division 134, O. R. C. Mr. Gillespie responded in a few well chosen remarks. After the presentation a vocal duet by little Ada and Susie Haynes was rendered. After the above program all joined in a social good time, and at the announcement that supper was ready all repaired to the banquet room and partook of a very good supper. After supper the banquet room was cleared and dancing was indulged in for a few hours. When the party broke up all present assured us that they had spent a very pleasant evening.

Our beloved sister, Mrs. F. M. Nye, was our Corresponding Secretary, but she has been too sick to represent us in THE CONDUCTOR. We miss her dear face from our midst very much and hope she will speedily recover.

We are still small in numbers, but are prospering, which is all we can ask for

As this has become quite lengthy and there may be others anxious for a little space, I will wish all a good, prosperous year.

Yours very truly in T. F.

MRS. F. C. FESS,
Cor. Sec. No. 12.

"Easter" and "Form."

Everyone, man, woman and child, knows what to expect as "Easter time draws nigh." Store windows rival each other in the display of "Easter cards," "Easter books" and "Easter eggs." If one were to judge the people by this formal display of Easter offerings, he would conclude we were a very zealous Christian people, indeed. That is, if he understood the significance attached to the "egg" on this occasion.

Little children, wild over the beautiful display in stores and windows, infected by the mania of giving, tax the parents' patience and pocket book in their desire to present all their friends with something in the shape of an "egg" on Easter morning, and why? Why give anything at that time, and why something in the semblance of an "egg?" How many of them know why?

Just here it seems to me is the inconsistency of much form, at all times, with the masses. It is an expression of the letter without a thought of the spirit, which all form is supposed to represent. How many, in bestowing "Easter tokens," stop to give with it the spiritual thought it is

meant to symbolize. And of what use is the mere bestowal of such a gift without it.

As the "stone was rolled from the Sepulchre," and "Christ, the truth, came forth," the living from the inanimate clay, so does life come forth from the closed shell of the "egg." It is not to be insinuated that nearly all people, large and small, are ignorant of this significant, significance, not by any means. But does it not descend to mere mockery, if forgotten by both giver and receiver? Does not any form savor of hypocrisy that is not the expression of an underlying sentiment? The clasp of hands, the word of praise, all forms are soulless, void, when done for form alone.

And not satisfied with the thoughtless giving, we must needs have eggs to eat, and plenty of them, too, some even priding themselves on the number they can digest on "Easter," turning a beautiful symbol into a block of stumbling, for I believe that gormandizing is considered sinful, even if it is eating too many Easter eggs.

Even Christ's overcoming the law of death was significant of a still deeper meaning than just that. It taught the lesson of the complete mastery of spirit over all flesh and all its environments. Are we on the supposed anniversary of that great victory, to use any symbol merely as a matter of form, forgetting the lesson it is intended to teach, in the pleasure of giving and receiving, and last of all, eating?

The fact of this being so often done is, of course, almost entirely due to carelessness. Some one adds, "and carelessness is not criminal." Yet ignorance and carelessness often result in disaster as well as voluntary actions, and acting formality in anything is belittling to the soul of man. If we believe that Jesus rose from the dead many years ago on Easter morn, and believe His rising has any bearing on our lives, are we not playing false to ourselves to let carelessness even make us neglect the thought that should always accompany this form of Easter giving?

MRS. N. D. HAHN.

PORT HURON, Mich., Feb. 22, 1894.

Editor Railway Conductor:

It is with pleasure that I again write a few lines in behalf of Michigan Division No. 32. I feel it to be a duty as well as a pleasure to write for THE CONDUCTOR and try and keep up an interest for our division.

Our Sister Mrs. Helen McIntyre, who was elected president, resigned her office on account of pressing business matters and household affairs, and Sister Mrs. Sarah Daniels was appointed to fill the vacancy. Our Junior Sister,

Mrs. Aggie Davis, is recovering from a severe attack of malarial fever. Her pleasant countenance was greatly missed from our meetings during her illness, but we hope to see her soon at her office in our division room.

I noticed in the February CONDUCTOR an article from Detroit Division No. 44, and I am glad to hear that we have a division so near us. I understand a division has been organized at Grand Rapids with Mrs. C. G. Smith as president, and if all are as earnest workers as she is the division cannot help but prosper. We know of her ability, as she was once a member of our division. Wishing success to all readers of THE CONDUCTOR, I remain

Yours in T. F.,

MRS. J. W. MCCARTHY,
Cor Sec'y.

CLEVELAND, Ohio, March 1, 1894

Editor Railway Conductor:

With what a different feeling than formerly, before I became a member of the L. A., I now turn over the pages of THE RAILWAY CONDUCTOR, and oh, so eagerly turn to the columns of the Ladies' Department! A glance over the signatures, and familiar faces and scenes are before me. Then each contribution is carefully read—many of them penned by Sisters whose faces have been indelibly fixed in my memory—and when I have finished I always feel like shaking hands or being even more demonstrative, not alone with those whose faces may be familiar, but with all the others as well. Their faces may be strange to me, but they, in the accepted sense of the word, cannot be strangers, for are we not all Sisters? I never read a communication from any of our L. A. Sisters that I do not realize this relation and feel my right to claim them as friends and Sisters anywhere and everywhere.

Sister Hahn's article, "Is it Beneficial," brings to our attention many truths of which we are often liable to be misappreciative. She is right, the L. A. is beneficial, and experience teaches us that an intimate acquaintance with each other often proves to be one of the most attractive as well as instructive of these benefits. We cannot long remain indifferent to the deserved merits of each and every Sister when brought into close relation with them.

Criticisms should always be avoided unless necessarily essential to the welfare of the Division. Cultivate "sisterly love" in every sense of the word, and our Sisters' shortcomings (should she be possessed of any shorter than can be found in our own "make-up") will not trouble us very much. In searching for the best there is in a

Sister we will be surprised how much good and real worth we will discover. It is not essential to the interests of the Order, that we continually expose the faults and failings of our Sisters in an uncharitable manner. This should never be done! Charity should reign supreme in all our transactions as Sisters.

By the way, incidentally, allow me to note the fact that the L. A. takes the lead in Ladies' Department of the February number of THE RAILWAY CONDUCTOR, five pages being filled with their contributions while the Fraternal Department of the O. R. C. occupies but four, and more than one-half page of one of the four relates the good deeds of the wives of the Montreal Brothers—who are not of the L. A., but I am very sure should be—for their interest in the local division shows the right spirit. Montreal Sisters, why are you not joined with us in this great work? You could serve your husbands' interests to so much better advantage by being organized as an auxiliary to the O. R. C. Let us hear from you.

Thank you, Mr. Clark, for the privilege you extend in making us responsible for the success of the Ladies' Department. Sisters, keep this in view, if the Ladies' Department proves a failure from this time, Mr. Clark will throw all the blame on us, and probably we would deserve it, too. A word now and then from the correspondent of each division will keep the pages assigned us filled with interesting matter, and show to the readers of THE CONDUCTOR that the L. A. is in a very flourishing condition.

Right here I will begin my contribution for Bethlehem Division No. 1, which was the first intention of this article, but other thoughts intervening crowded it away, but only temporarily, as Division No. 1 is my home in the Auxiliary and my highest interests in the Order are centered there. I am glad to record that our division has awakened up considerably in the past few months, several things causing the general revival of interest. In the first place, new officers who are giving perfect satisfaction. Second, a ball given in the interest of charity, at which an altar cloth was presented to the O. R. C. Brothers of Division No. 14. Third, a visit of several days from Sister J. M. Sewell, of Huntington, Ind., who came here and drilled a "team" in the new floor work, which was exemplified at the last Grand Convention by the Huntington Sisters, and duly adopted by the Grand Division. Sister Sewell is the author of the work and deserves great credit, and the thanks of the whole Order for contributing so much toward the attractions of the lodge room. Fourth, we are now completing arrangements for a poverty

party, "that us poor folks air a goin' to hev," March 15. "This resection is to sellerbrate our Secon' Anniversary," and we feel confident of its success, much more so than we did of our ball in January. We were very timid in making any unnecessary expense at that time, as times were so hard we feared we would not clear expenses, but we did far better than we hoped, and netted a sum to use to lighten some burdens which may be too heavy to bear. As our next venture is to be strictly a poverty affair, our expenses are down to the minimum and we are not worrying this time. In my next letter I will record the event and tell whether we enjoyed ourselves as poor folks should.

MRS. C. P. HODGES, DIV. NO. 1.

DENISON, Texas, March 1. 1894.

Editor Railway Conductor:

Turner Division No. 28 is still to the front. We celebrated our first anniversary Feb. 22 by a surprise party on Mrs. C. S. Williams, our past President. It was a complete surprise, but the charming hostess made everybody at home in a very short time. A sumptuous spread was provided, and after the inner man was satisfied a handsome silver butter dish was presented to Mrs. Williams. Our President, Mrs. Jno. Tygard, made a very neat presentation speech, and the hostess responded gracefully. A very enjoyable time was spent by all. May we have many such prosperous years as '93 has been. We are entering on our second year by offering a gold medal to the member who brings in the most petitions for the year, and we feel sure that our membership will be doubled. We are also giving a tea once a month at the members' homes, taking the names in alphabetical order. Our first one was at Mrs. R. T. Arthur's, and a very pleasant time was had. Yours in T. F.

MRS. CY. B., Cor

A father in providing for his family does not assist the strongest member first, nor does the strongest member either expect or desire it. Every respectable man is a nationalist in his own home and a good deal of a brute in business. His congenital traits are superior to his business traits. God made his nature at the fireside; man made his nature on exchange. He is so constituted, however, that he will do more for his family than he will for himself; he will do more for his country than he will for his family; and if he did but know it, he does best by himself who does best by his family, and he does best by his family who does best by his country. Human nature is made for socialized and nationalized activities, according to the testimony of common consciousness.—*Mason A. Green, in Donahoe's for March.*



CLEBURNE, Texas, Feb. 8, 1894

Editor Railway Conductor:

On February 1, last, Red River Division No. 262 celebrated its first anniversary with a ball and banquet, and I will venture the assertion that it was one of the most successful social entertainments ever given under the auspices of the Order in the Lone Star State. We were especially happy in selecting committees for this occasion, as all these gentlemen were fully up to the times in such matters and left nothing undone that could add in any measure to the pleasure of our guests. The friends who were present were delighted and expressed themselves as being convinced that the conductors were as capable in entertaining as they were in guiding the great iron horse with its train load of precious souls or the rolling commerce of this great country.

The banquet was also equal to every demand of the occasion and it makes me hungry, even now, when I cast my mind's eye over the delicacies that loaded the tables. There were about 400 in attendance and if their hearty commendation may be taken as a criterion, we have abundant reason for self congratulation upon the outcome of our first venture in the line of entertaining.

Some portion of the credit for the success of our party must be given the officials of the G. C. & S. F., who extended the courtesies of their road to all our neighboring friends, enabling them to attend and return home without delay at either end of their trip. We all join in returning thanks to these officials and hope to make our gratitude manifest by our never tiring efforts to accomplish the same results on the road as we did at the ball—success.

Yours in P. F.

"OBSERVER"

PORTSMOUTH, Va., Feb. 10, 1894

Editor Railway Conductor:

It has been some time since Division No. 205 has been heard from through the columns of THE CONDUCTOR, and, as I have been appointed to the responsible position of correspondent, I will com-

mence with this as the report of my first trip. On January 14 last we held our annual installation of officers with Brother Lewis Ellison as installing officer and Brother Tom Clark as marshal. There was an excellent turn out of the members, which is at all times a pleasant thing to me, and all seemed highly pleased with the ceremonies as given by the officers named. The following Brothers will guide the deliberations of our Division for the next twelve months:

J. W. Baylor, C. C.; A. L. Roberts, A. C. C.; J. C. Judkins, S. and T.; A. F. Naw, S. C.; J. A. Smith, J. C.; W. J. Luke, I. S.; J. H. Pruden, O. S.; Division Committee: W. F. Drummond, L. N. Cain and J. A. Smith.

At this, the beginning of a new year, it behooves us all to consider carefully whatever there may have been in the past twelve months that may serve to keep us from error in the time to come. If we only use them aright, even our failures may be made to serve as beacon lights for our feet. Whenever my mind reverts to this thought I can but recall our beloved chief, Brother Morris, who but a short time since started on that last long trip we all must take, and the motto by which he was governed in his relations with his fellow men is as fresh in my memory now as when the words were first spoken. What could furnish a safer guide for a member of the Order than this: "Loyal to my obligation and to my Brothers, letting nothing come between them." If this statement could only find exemplification in the life of every member of the O. R. C. in all this broad land of ours there would then be no Judas to betray, and every one who was enrolled under our glorious banner would be prosperous and happy. Perhaps this will do for a trial trip and I will promise to try again, in the hope of doing better.

Yours Truly in P. F.

COR. DIV. NO 205.

JACKSON, Tenn., Feb. 14, 1894

Editor Railway Conductor:

I am surprised that so many of our corresponding Brothers, in their articles in THE CONDUCTOR,

ignore the Auxiliaries and leave the ladies severely alone to hold up their own corner. Why, the very name of the order of our sisters suggests that help, aid and assistance, without which mankind cannot exist—that is, the moral and social support of woman. Therefore, they should be encouraged in every way by the members of the O. R. C. in their noble efforts, inspired by love and devotion to us, and their keen appreciation of our struggles in this great war of life. Every division of the O. R. C. should have its Ladies' Auxiliary as an incentive to worthy membership, and to unite the interest of the wives of members of the Order for moral and social improvement.

Last evening, as "the somber curtains of night were pinned back by the stars and the beautiful moon leaped the skies," Ideal Division No. 39, L. A. to O. R. C., gave Division No. 149 an entertainment that will ever be as a "living flower in memory's garden." The supper was superb; yea, fit for the gods! I will not attempt to give the menu, but will say that none of the dishes were served mentioned in Brother Sam Stewart's menu, given in his communication in the January number of THE CONDUCTOR.

The main feature of the entertainment was the presentation by the Ladies' Auxiliary to our Division of a beautiful altar cloth. It was presented by Sister Robert L. Phillips with fitting and appropriate words that left a lasting impress on the heart of every Brother present, and was received for the Order by Brother G. B. Harris in a neatly worded reply of thanks in his well known, unassuming way, that expressed our due appreciation of the invaluable gift.

The altar cloth was made by the members of the L. A., of a fine drab tinted fabric, in the shape of elongated squares (if you will allow the expression,) the main center square being plain and fitting the top of the altar, while each of the elongated squares drops down, covering the four sides to a nicety. One side, or square, being beautifully embossed with golden butterflies, the opposite with exquisite white flowers; the third and fourth sides embossed with beautiful varicolored letters and figures, "Jackson Division No. 149," on one, the opposite, "O. R. C." This, my Brothers, is a token we may well feel proud of.

I must not forget to mention that, at this meeting, the ladies' "Oh Why!" degree was most beautifully and solemnly conferred upon Brothers A. H. Ellington, W. A. Gravett, Maurice Ranson, J. A. Cunningham and Sam Neff. Now, this is a very interesting and enjoyable ceremony, but I am sorry to relate that the after pleasure of most all present was somewhat marred by Brother McIlwain losing his saddle "in the shuffle." At a

late hour we all dispersed to our homes, proud and happy that we were members of the O. R. C. and favored with such entertainments.

Division No. 149 is in a flourishing condition and working harmoniously, having now eighty-four members and taking in all worthy material that comes within our jurisdiction.

Yours in P. F.,

"IRISH."

HARRISBURG, Feb. 21, 1894.

Editor Railway Conductor:

Last Sunday, at our regular meeting, we had quite a good attendance, there being forty-nine names registered; a better attendance than at any preceding meeting for quite a while. There is one particular thing wanted in Dauphin Division No. 143, better attendance. Owing to the depression in business railroad men are generally at home over Sunday, so there is no good reason for not having a good crowd at every meeting. We have some fine talkers on the business interests of the Division and the Order in general. When we have a full house all show a deeper interest and everyone gathers encouragement therefrom. We want a revival in everything pertaining to the welfare of the Order, and every individual member has a work to perform to attain this great end. I have been elected correspondent to THE CONDUCTOR by Dauphin Division, and this must answer as my first attempt at correspondence, but hope you may hear from us in the future.

Yours in P. F.,

"MOX."

COVINGTON, Ky., Feb. 17, 1894.

Editor Railway Conductor:

To-day is the second anniversary of Blue Grass Division No. 322, which is claimed (by myself at least) to be one of the very best Divisions of the Order. We were started off two years ago to-day by Bro. Wilkins, with twenty-two members, sixteen by transfer card and six by initiation. Since then we have admitted by initiation thirteen and by transfer card thirty. We have lost by transfer card one, expulsion one, death two, suspension three and withdrawal one, leaving us fifty-seven members in good standing. Of the original twenty-two, twenty were employed on the C & O. Of the present members thirty-six are on the C. & O., one on the S. F. & P., one on the Big Four, seventeen on the L. & N. and two are out of employment. The Insurance Department is represented by thirty-seven of them and thirty-one have paid their dues for the year and hold visiting cards.

But to resume our subject of last month.

The fundamental principle of our Order is "equal and exact justice to all." The Grand Division, as at present constituted, does not embody that principle to a very great extent. It is not altogether a representative body, that is the various Divisions and members of the Order have not equal representation in it. For instance, Division No. 89, with over two hundred members, has but one delegate, while Division No. 351, with perhaps but twenty members, has one delegate. There certainly is nothing equitable in that. Again, the delegate from Division No. 341 will cost ordinarily at least three dollars per member, while the delegate from Division 89 will cost, with the same rate of pay, only about thirty cents per member. Can that be equal and exact justice to all? The Grand Division as at present constituted, as well as not being a representative body, is too cumbersome an affair, it is too unwieldy. The size of it should be reduced. It is said that "heavy bodies move slowly." The Grand Division is a heavy body that moves very slowly. If the weight of it was reduced, its speed would be greatly accelerated and the expense of its sessions would be reduced proportionately. It is our opinion that in Grand Division work fifty delegates would accomplish more in three days than three hundred and fifty accomplished at the last session in eight days, and that their work would be done more satisfactorily.

My plan, then, is to amend Article II of the Constitution to the effect that the Grand Division shall consist of the Grand Officers, Past Grand Elective Officers, permanent members and one delegate for every five hundred members of the Order. At the opening of the session I would have appointed, among other standing committees, a committee on apportionment, whose duty it would be to arrange the various Divisions into districts, composed of as nearly five hundred members each as possible, but no district to have more than five hundred and twenty or less than four hundred and eighty members, except where new Divisions are opened, then they should be temporarily assigned to the district to which they are contiguous.

The estimated cost to the Divisions, and in making the estimate we have tried to be liberal, of a session of the Grand Division under the present plan of organization for delegates alone is not less than thirty-five thousand dollars, while under the plan proposed the cost would not exceed five thousand dollars, and the expense should be borne by the Grand Division. Each delegate should be paid a specified per diem of not more than five dollars for his attendance, including the

actual time consumed in going and returning by the shortest traveled route by which free transportation can be secured. If free transportation can not be secured there should be allowed a sufficient sum to cover that item of expense.

By this plan the cost of holding a session of the Grand Division would be so materially reduced that it would be practicable to hold the sessions annually instead of biennially. On account of appeals and questions that arise which the Grand Chief Conductor has no power to decide, many of which would be decided in one year, less time than at present, and for various other reasons, this should be done. In that event the delegates should be elected for two years. Those elected in the districts with odd numbers to be seated at the session occurring in the year of odd number, and those elected in the districts of even numbers to be seated at the session occurring in the year of even number. Thus one-half the delegates would hold over from one session to another, and any special committees that might be appointed to do any work during the intermission and report at the next session should be appointed from the members holding over.

As this article is already too long, I will leave the plan of selecting delegates, together with some other matters, for our next

Yours in P. F.,

M. D. FELKNER, Sec

KENTON, Ohio, Jan. 24, 1894

Editor Railway Conductor:

We want most of all to know whether the right to strike, and the exercise of that right, will be the best means of dealing with present and future labor troubles. In determining this, we cannot be guided solely by what the right to strike has accomplished for labor in the past. The world moves; and in the labor world, as in the mechanical, or agricultural, or commercial, or moral world, old methods must either be improved upon, or be supplemented by new ones. Some valuable lessons ought to have been learned by organized labor in the past decade. We believe some of the most alert have been improving by past experiences, and a careful watching of the results of each battle between labor and capital, but the persistence with which the majority cling to old methods, leaves us to doubt whether all have gained knowledge by the defeats suffered, or the victories achieved.

One lesson all ought to have learned is, that organization will never include within its ranks anything like so large a percentage of the total labor element, as was at first thought possible. Perhaps the ratio of organized labor to unorganized is now as large as it ever will be.

A second lesson all ought to have learned, is that capital is all the time employing new and more effective methods of dealing with strikes.

A third lesson, that is made apparent as we mingle with organized laborers, is that the effect of strikes upon the individuals engaged in them has been to give to said individuals distorted views of the efficacy of the strike. The victorious striker is usually willing to hazard too much, and is willing to strike for too slight a grievance. The defeated striker will hazard too little, and can hardly be persuaded to join in resenting a wrong, however grievous it may be.

In writing these propositions it is not my purpose to discourage worthy effort for industrial freedom. My sympathies are naturally, first, last and all the time with the laborer. Yet if we succeed it will be because we have met and dealt with facts as they are. We must do this. We cannot afford to ignore a single truth I have stated, if the battle of labor is to be a success. Many other facts might be set forth, that ought to be taken in consideration in our plans for the future, but, considering those only that I have mentioned, it makes the answer to the question that forms the caption of this article, if said answer is to apply to the immediate future, somewhat doubtful.

While I am writing this article word comes of the Northern Pacific trouble, and of the injunction granted to the receivers, enjoining the employes from striking. If such a measure cannot be dissolved then we are a race of slaves. Under slavery systems the slave has nothing to say as to what he shall receive for his labor, and has not the right to quit one employer and go to another. These are precisely the conditions fixed by the injunction of Judge Jenkins. The men are not consulted as to the reduction, and if the per cent. of reduction was doubled, the principles involved would be the same. Indeed, the amount of reduction is not considered by Judge Jenkins. He guarantees to the receivers the right to fix the wages, and that wherever the amount is placed not a man shall quit work. If they had been reduced to one-half or one-fourth the order would remain equally mandatory. If our laws may be so distorted we are no longer freemen. Some of the U. S. courts are being used to furnish the chains that bind us to our employers. Such courts no longer sit as umpires to decide disputed questions, but play first on one side of the game. The Roman slave was no more powerlessly chained to his oar than the N. P. employes would be chained to that corporation should this order prove to be good in law.

Men, look well to your ballots in coming elections. Let no party ties bind you, for I have no hesitation in saying that the ballot box and not the strike must prove the settlement of future labor troubles.

N. R. PIPER.

GREENSBORO, N. C., Jan. 4, 1894.

Editor Railway Conductor:

Raleigh Division No. 264 elected the following officers Jan. 1, 1894: D. D. Jones, C. C.; J. R. Renn, A. C. C.; C. B. Guthrie, S. and T. and Cipher Correspondent; F. C. Smith, S. C.; W. S. Witherspoon, J. C.; W. J. Lally, J. S.; John S. White, O. S.; Trustees, W. S. Witherspoon, D. D. Jones and C. B. Guthrie. We hope to do more this year than we have ever done before for the good of our noble Order. If all the members of the O. R. C. could but just see the great good that has been accomplished by the untiring zeal and energetic efforts of the faithful few in the different divisions, if they could but just realize the many sacrifices that have been made by them to bring the Order up to its present standing, surely the brothers would not stand aloof and let the burden fall upon their shoulders alone. Let all turn out and help in the good work, and the complete success of our beloved Order is assured. Our principles and our work are too pure and noble to be trampled down under the mighty power of the money king or the giant monopolist.

Brothers, just take a few serious thoughts on the principles of our Order, and see if you will not be ready to stand up more fearlessly, for them. If you live up to these principles you will not only be a better railway employe, a better servant for the railway company, but you will be a better husband, father, brother, son or lover; you will be a better man in every sense of the word, morally, physically and mentally. Study and then practice living the true principles and mottoes of the "Order of Railway Conductors," and if you don't improve from what you are now, I tell you, as a Brother, that you have attained a state of perfect bliss that none of us have ever yet reached. More anon.

BUXTON.

DENISON, Texas, Feb. 21, 1894.

Editor Railway Conductor:

For nearly three weeks I have been confined to my room by sickness, and during all that time a member of the Ladies' Auxiliary has been constant in ministering to every need and every desire. Of course you will have no difficulty in determining who she is, and every married Brother will appreciate the affection I feel for

ber. She modestly disclaims having done anything more than her duty, but how much better this world would be if we all did as much. But she is not the only one; all the Sisters have been busy contributing what they could to make some one happy and drive the dark clouds away from the faces of those who have been troubled.

Last week the Sisters of Turner Division brought to a happy consummation one of their loving and thoughtful conspiracies. The first thing to be done was to prepare a supply of delicacies for the inner-man, after which they kindly took their husbands in tow and gathered at the home of Brother and Sister Stone. When all were assembled the party descended upon Brother and Sister Williams, who were not looking for company, and proceeded to paint things red. Our involuntary host and hostess proved fully equal to the occasion, however, and soon had all present in the happiest possible of moods. Not the least enjoyable feature of the evening was the token of esteem left by the ladies with Sister Williams when the hour for departure came. It is in such works as these that the ladies are ever busy, and I can only say go on, and may God bless your every undertaking. I would inform Sister Bledsoe that we are at home. I am somewhat disfigured but still in the ring.

Just as if sickness and its attendant expense and lack of work were not enough to make a man blue, the weather has been taking a hand lately and has been so gloomy and disagreeable as to almost make life a burden. Notwithstanding the fact that I was ensconced in my wife's best rocking chair with my feet in close but not dangerous proximity to a warm stove, I am afraid some of her questions were answered in anything but a pleasant manner. While in that unenviable frame of mind the mail carrier came by and handed me *THE CONDUCTOR*, and the clouds soon passed away as I found myself shaking hands in spirit with the Brothers and Sisters from all over the country. All who are so lighting their light shine are truly doing good, for where there is light there is life and gladness. Even my wife has become a convert and says she is glad *THE CONDUCTOR* has come.

Division No. 53 is still in line and awake to the interests of the Order in general and of its individual members. There is an average attendance of twenty five Brothers at all its meetings. Brother Eckman, of Division 59, is with us and we hope he may receive encouragement enough to remain. He would prove a valuable addition to our ranks. Brothers Darlington, Miller and others of our local committee are doing an excellent work and deserve commendation for the manner in which

they are keeping things straight. Brother Kolbert, our S. and T., is also the right man in the right place, and under his rule things must be done the right way or there is war in camp.

Business on the M., K. & T. is not so good as it was this time last year, but it is holding its own with the best in the country. Our Train Masters, Messrs. Sullivan and Bethard, are managing the service with credit to themselves and profit to the company.

Now, as Sister "C. B." is no doubt going to give you a good letter, I will close. God bless our noble Order. Yours in P. F., S. P.

KNOXVILLE, Tenn., Feb. 26, 1894

Editor Railway Conductor:

Doubtless it will be a surprise to the Fraternity to see something in your columns from Division 139. Although not heard from, we live and prosper,—hold regular meetings, take in some new material, make pretty good collections,—try to understand the constitution and statutes, practice the principles of our grand Order and try to live right and help one another these hard times when jobs are so scarce and reduction of forces and cutting of wages seems to be the order of the day. All the members get *THE CONDUCTOR* and like it. Like a great many letters I see in *THE CONDUCTOR*, I have to say business is very dull here. Some of the brothers are braking, and the few crews that are left are not making much time. All agree to the fact that we have a very live, "hustling" Secretary. May his shadow never grow less.

Stanton, 139, enjoys the distinction of having the chairman of the General Grievance Committee for the E. T. V. & G. system this year, that he can and will conduct any business placed in his hands, anyone who knows Joe rests assured. As to weather, we are having all of our winter on the last part, and it pinches after having been so bright and fair. Our worthy brother, Ed Hulbert, has resigned his position on the road to accept a place in our Uncle Samuel's Pension Office at this place. This does not deprive us of his regular attendance on Division meetings.

If this is worth its space, insert it; if not, let it down tenderly into the yawning waste basket.

Yours in P. F.,

"IRREGULAR"

Laura—Tell me, Uncle George, is that deformed gentleman what is called a crook?

Uncle George—No, indeed. He is a bicyclist.
—*Boston Transcript*.

SUNBURY, Pa., Feb. 28, 1894.

Editor Railway Conductor:

When we were called upon to pay the last tribute of respect to the memory of our late Brother W. H. Printz, Superintendent Reed kindly placed a train at our disposal and did everything in his power to alleviate the sorrow and lighten the expense of the family of the deceased. At a subsequent meeting of Division No. 187 resolutions were adopted thanking Mr. Reed for what he had done, and were forwarded to him by a committee appointed for that purpose. Following is the substance of the courteous letter we received in response to these resolutions:

Gentlemen:

I received your resolutions and beg to thank you for the same. I regret that what little aid I extended was called forth by such a sad occasion. W. H. Printz was, as I considered, one of our best men, and his loss is felt, not alone by those who knew him personally, but by others who could not fail to appreciate his earnest, faithful performance of his duties.

Yours Truly,

A. E. REED, Supt.

Brother Printz was, as he says, faithful in the performance of his duties, and, further than that, he was faithful to his family in seeing that they were provided for after he was gone. How many of our Brothers can say, truthfully to themselves, "If I should be suddenly taken away, my wife and children are provided for." A good many of the Divisions allow a weekly benefit in cases of sickness or disability, among them being our own. We pay \$5 per week after the first week, providing the disabled Brother is square on the books at the time his disability commences. How many there are who are continually in arrears when they might as well be paid in advance without the least discomfort. Every conductor's wife should see that he is square on the books of his division, so that, in case of sickness, she can demand the benefit.

I can now recall an instance of a Brother who was always back on the books in this way. When he came to be sick he received no benefit, of course, and his wife declared the Order a sham because it did not pay him \$35, the same as it had Brother Brown. She said the officers of the Division told her they would not see them want but they could not pay him the weekly benefit, as he was not entitled to it at the time his sickness commenced. Her husband had been a member of the Division for eight years, while Brother Brown, only eighteen months, and without understanding the necessity for living up to the law, she denounced the entire organization as a failure.

In my opinion it would be much better if all the divisions were compelled to pay their dues

quarterly, in advance. It would make less work for the secretary, less expense for the Division, and each Division would always know where it stood, financially. Some might say this was too much, but in the B. of R. T. the members must pay their February dues by January 15, and compare their wages with what we receive. I also understand the Firemen must pay in advance, while we are allowed to be six months in arrears before being declared out of good standing. Again, I wish to urge upon the wives of the conductors the importance of seeing that their husbands are always square on the books of their Division.

Yours in P. F.,

"MACK."

CONCORD, N. H., Feb. 26, 1894.

Editor Railway Conductor:

As I have some spare time, I thought I would write you a letter. I am from Division No. 11, Newton, Kan., but am sojourning in the capital city of the grand old Granite State, where I have made the acquaintance of a good many Brother conductors, and a fine lot of boys they are. Mr. W. R. Mooney, of Division 157, Boston, is the popular and efficient trainmaster of Concord Division of the Boston & Maine R. R., to which position he was promoted a year ago. He is a thorough railroad man, has a host of friends and is loved and esteemed by all who know him. Yesterday I attended the funeral of Bro. Wm. H. Collis, of Division 335, who met with an accident last Thursday in the C. & M. yard, which resulted in his death. His home being in Haverhill, N. H., 85 miles north of here, Division 335 had a special train, consisting of a combination and a Pullman car, to convey the deceased Brother and friends to that point, where the remains were placed in the receiving vault. The engine and cars were neatly and heavily draped. Floral offerings were many and beautiful. Too much praise cannot be given Division 335 for the respect shown the memory of their departed Brother.

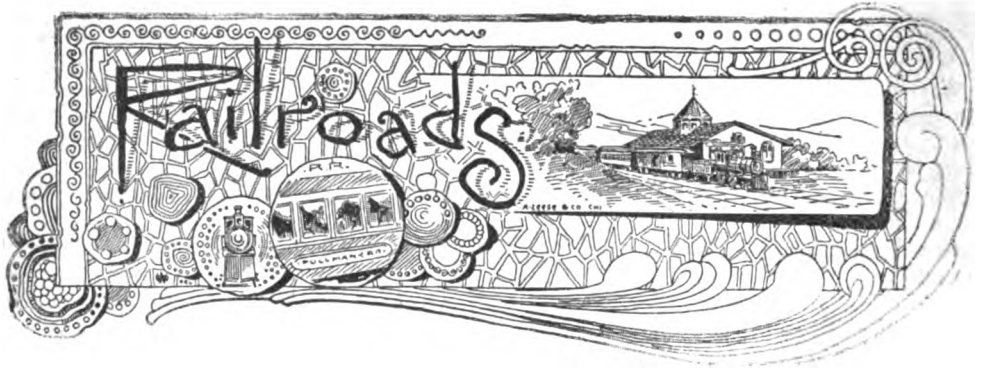
Yours in P. F.,

F. L. CASS.

The Bellboy's Idea.—"Is Dr. Bones, the great specialist, stopping here?" asked the reporter,

"De only specialist I knows anyt'ing obon is Jimmy Muggins," answered the bellboy. "He's wid de 'Tin Hoodo' company, an' his specialty is de flipflap sedg and donce. And say, he's great." —*Indianapolis Journal*.

The *Minneapolis Journal Almanac* for 1894 is one of the brightest and best of that class of publications, and reflects great credit upon the enterprising management of that paper.



At the quarterly meeting of the Baltimore and Ohio Southwestern, held February 26, last, the net earnings were shown to be \$551,318. This is the first quarterly report made by the consolidated company, and although it is for the poorest quarter of the year, it shows net earnings of about \$80,000 in excess of fixed charges.

A recent New York dispatch gives as current rumor a deal by which the Great Northern is to obtain the use of the Wisconsin Central from St. Paul to Chicago. With it goes the report that the Central is to be returned to the control of the company owning it, the receivership having been made necessary by the failure of the Northern Pacific to continue the lease and pay rentals.

Fred Close, secretary of the "North and South" railroad project, announced, the first of this present month, that the executive committee had let a contract to C J Jones and others for the grading of 200 miles of roadbed northeast from Port Bolivar, on Galveston Bay. The contract price is about \$1,500 a mile. Mr. Close also said he would shortly depart for the east to negotiate for 100 miles of steel rails; and that propositions had been received from a number of rolling mills.

The purchase of the Erie and Huron railway by a syndicate of New York and Cleveland capitalists attracted considerable attention among the shipping interests of the country during the past month. This railway is in the province of Ontario, Canada. It is eighty miles long and extends from Rondeau Harbor, Lake Erie, directly opposite Cleveland, to Sarnia, opposite Port Huron on the St. Clair River. The road is crossed by all the trunk lines of Canada. It was also reported that the company was figuring with the Cleveland Shipbuilding Company for the building of a steel transfer boat, capable of carrying twenty-one loaded cars and 600 passen-

gers. This will probably operate between Rondeau Harbor and the Port of Cleveland.

The announcement has been made in Duluth that James J. Hill has completed arrangements in London by which he will be enabled to immediately carry out his long contemplated plan of completing the branch of his system from Fosston to Duluth, a branch which is needed to give him a direct line from the head of Lake navigation to the Pacific coast. The line will parallel the Mesaba and Northern to the range and then proceed directly west to Fosston. The only obstacle will be the obtaining of rights of way across the Indian reservations. Bills giving this permission are already pending in congress. The right of way into Duluth has been secured, and work will, it is said, be begun early this spring. Should this statement prove true it will compel the Canadian Pacific to extend the Duluth and Winnipeg to the west.

A recent telegraphic dispatch from Cincinnati gives the following bit of railroad gossip that is peculiarly significant under the present conditions: Railroad circles are agitated over a letter from President Smith, of the Louisville and Nashville, to seven members of the executive committee of the Southern Railroad and Steamship Association, telling why his road withdrew from the association. President Smith makes specific charges against the agents of the receiver of the Queen and Crescent for indirectly and surreptitiously cutting rates, and asserts over his own name that all receivers appointed by the federal courts, being government agents, are flagrantly and persistently violating the inter-state commerce law. Railroad men now think the war will not stop at hostilities between the roads, but will extend to a personal settlement by some means between Receiver Felton and President Smith. Meantime the inter state commerce commission will be asked to investigate the methods of all receivers acting by the appointment of federal courts.

Brother G. D. Hansell, of 1,111 Monroe St., Topeka, Kan., is anxious to learn the present address of Brother R. J. Stender.

Owing to lack of space a number of interesting contributions to both the Ladies' and Fraternal Departments are held over until the April number.

"God help the poor," says Money Bags. "Such times as these were never known. Astonishing how business lags." Then sends a big fat turkey—home.

C. H. P.

By a mistake in proofreading the article on page 126 of this issue, "The Robbers of Labor," is credited to W. H. Stewart when it should be to W. H. Stuart.

Mr. Bailey, of Texas, has presented in the House of Representatives an anti-scalper's bill, similar to that offered by Senator Cullom, and spoken of at length on another page.

New Divisions have been organized within the last month at Argentine, Kas., Valley Junction, Iowa, East Brady, Pa., and Brockville, Ont. All start out under favorable auspices and promise to be strong links in the chain of Perpetual Friendship.

The invitations to the "Poverty Party" given by the Ladies' Auxiliary, of Cleveland, Ohio, were models in their way, and, if the happiness of their design can be taken as a criterion, it must have been an exceedingly pleasant affair.

Brothers O. J. Cole, J. E. Day and William Merritt, of Division 97, will find it to their advantage to communicate at once with Brother W. E. S. Gibson, Secretary of their Division, P. O. box 321, Roodhouse, Ill.

We are under obligations to Bro's W. Pedrick, Geo De Verges, J. F. Wishart, E. M. Draper, H. J. Porter, W. Z. Lindsey, C. L. Groves and others who neglected to send their names, for copies of THE CONDUCTOR for March, 1892, so kindly furnished by them.

Brother C. G. Malotte, who was severely injured by being caught between an engine and the broken endgate of a coal car, while in the act of catching a car on the grade near Bedford, Ind., on Dec. 10, last, has brought suit against the E. & T. H. road for \$10 000 damages.

Mrs. Susan Gaming of 415 South Union street, Grand Rapids, Mich., would be pleased to learn the present address of her brother, M. B. Bartholomew. Any Brother who happens to know of his whereabouts will confer a great favor by writing to her at the address given.

Brother C. L. Chamberlin has left the railroad service for a time and has taken charge of a hotel at Akron Iowa. Brother Chamberlin says he has lost no part of his interest in the Order and in the Brothers, and they will always be sure of hearty welcome from him. They, in turn, will wish for him every success in his new undertaking.

C. B. Nash, formerly a member of Division No. 55, will hear of something to his advantage regarding the settlement of an estate, by addressing Geo. W. Rose, secretary of that division, at 128 West Fifth St., Kansas City, Mo. Any Brother knowing the address of Mr. Nash will confer a favor by sending it to Brother Rose.

The officers and employes of the Colorado Midland, who served under Supt. R. C. Bowdish, presented him with an elegant gold watch and chain on the occasion of his severing his connection with that company. It was an elegant

testimonial of the high regard in which Mr. Bowdish was held by his co-laborers, and one of which he may well be proud.

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Through the earnest efforts of the Hon. W. B. McIlwaine, in the Senate of Virginia, a law fixing the question of liability in connection with the acts of fellow servants, eminently satisfactory to the employes, has been enacted. Division No. 152 adopted resolutions of thanks to Mr. McIlwaine in which his efforts are highly praised.

**

Mrs. John McGregor, of No. 15 Kains street, St. Thomas, Ont., is exceedingly anxious to learn the present whereabouts of her husband, John McGregor. She has not heard from him since last May, and fears he may be dead. Anyone knowing of his location or movements during that time will confer a favor by sending her the information at the address given.

**

The disastrous fire with which the Reliable Incubator and Brooder Co. of Chicago was visited on the 21st ult., hardly caused a break in the business of that enterprising firm. With characteristic push they had moved into new quarters and had seventy-five mechanics at work the next day. But a few days elapsed before they were shipping as if nothing had happened.

**

The editor wishes to acknowledge the receipt of invitations to attend entertainments given by Champaign Division, No. 298; Johnson Division, No. 67; Marion Division, No. 268; Battle Creek Division, No. 6; Milwaukee Division No. 46; Yellowstone Division No. 191, and Cleveland Division, No. 1. L. A. to O. R. C., and regrets exceedingly that a press of important business prevents his accepting any of these kind remembrances.

**

If you hear a member complain that he does not receive THE CONDUCTOR please say to him "If you will get your Division secretary to report you as entitled to it and to send your correct address to the editor you will receive it regularly." We must depend upon the Division secretaries for reports. All who have been reported are on the mail list and THE CONDUCTOR is mailed to each of them.

**

TIME TABLES—For the kitchen—are as important as for the railroad, as the food that supports the system must be baked or cooked by equal rule and care. Every railroad man should see that his wife has a copy of the Cleveland Baking Powder Co's Cook Book—as advertised on our last outside page in this number. This is a most

meritorious article, and we take pleasure in calling our readers' attention to it. Sent free on receipt of stamps to pay postage.

**

A vacancy is occasioned in the Interstate Commerce Commission by the sad death of Judge McDiil. It is said that the prompt appointment of his successor is important, on account of the volume of business on hand. Why not appoint the man who has been the efficient secretary of this Commission since its establishment? No more available man can be found, nor can there be found one better qualified to deal with matters under this act than Edwin A. Moseley

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Those of our readers who have been so unfortunate as to lose a limb will do well to read with care the advertisement of the Winkley Artificial Limb Company, on another page of this issue. These gentlemen are the inventors and possessors of a number of valuable improvements in their line, and their testimonials show their work to be giving excellent satisfaction. The fact that it was so superior as to take the gold medal and diploma at the World's Fair should be enough of a guarantee. You will find it profitable to address them before purchasing elsewhere.

**

Cy. Warman writes a very interesting description of his trip on the "Exposition Flyer" over the N. Y. C. & H. R. R. R. which appeared in *McClure's Magazine*. Among other good things he says: "A man who was drunk last night is not fit to run a train or engine to day. Men who never drink should be encouraged and promoted ahead of those who do. I have always opposed the idea of promoting men strictly in accordance with the length of time they have served in any capacity. If all firemen knew that they would be promoted when they had fired a certain number of years there would be nothing to strive for. They would be about as ambitious as a herd of steers who are to be kept until they are three years old, and then shipped." Speaking of the greed of some men he says: "One young man, Hyatt by name, used to threaten to put himself into a receiver's hands when he made less than forty days a month; fifty days was fair business, but sixty suited him better. He kept it up for three years collapsed and had to be hurried out of the country. I don't know that he ever wholly recovered. He was a fine fellow physically, sober and strong, or he would have collapsed sooner. I am afraid the older engineers are a little selfish." What Mr. Warman applies practically to engineers and firemen can, with equal force and propriety, be applied to conductors and trainmen, and his expressions are recommended to the careful thought of all.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, March 1; Expires April 30, 1894.

Assessment No. 277 is for death of R. B. Chenoweth, January 7.

Assessment No. 278 is for death of W. H. Printz, January 10.

BENEFITS PAID DURING FEBRUARY.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Ser-ies.	DIV.
638	273	\$3 000	Death	J. R. Stanton	Infl. of Bowels	4400	C	301
639	273	3,000	Death	C. H. Searl	Accident	1951	C	145
640	273	1,000	Death	C. S. Neff	Accident	1521	A	339
641	273	1,000	Death	G. W. Brown	Accident	2722	A	307
642	273	1,000	Death	E. C. Wock	Peritonitis	2548	A	177
643	274	5,000	Dis.	E. V. Hilliard	Loss of Hand	28	E	149
644	274	1,000	Death	I. W. Smith	Accident	385	A	89
645	274	1,000	Dis.	Jas. Camp	Loss of Foot	2723	A	307
646	274	3,000	Death	G. V. Barger	Infl. of Brain	4539	C	19
647	275	2,000	Death	C. E. Myers	Fever	742	B	118
648	275	3,000	Death	I. F. Nesbit	Suicide	4389	C	180
649	272	1,000	Death	E. E. Smith	Cancer	3336	A	26
650	276	3,000	Death	F. Ruckman	Suicide	2889	C	69
651	273	1,000	Death	Jno. Pugh	Accident	3339	A	56
652	273	1,000	Dis.	B. O. Williams	Loss of Leg	837	A	220
653	274	1,000	Death	J. B. Davis	Accident	4089	A	38
654	275	3,000	Death	Waldo Converse	Liver Dis.	4322	C	325
655	276	1,000	Death	J. E. Reed	Accident	850	A	326

NUMBER OF MEMBERS ASSESSED.

Series A, 4,319; Series B, 2,550; Series C, 4,906; Series D, 361; Series E, 93. Amount of assessment No. 277, \$26.025; No. 278, \$26.046. Total number of members 12,644.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to January 31, 1894.....	\$1,473.301.00
Received on Expense Assessments to January 31, 1894.....	25,995.00
Received on Applications, etc., to January 31, 1894.....	25,808.88
	<hr/>
	\$1,525,104.88
Total amount of benefits paid to January 31, 1894.....	\$1,456,376.00
Total amount of expenses paid to January 31, 1894.....	57,066.19
Insurance cash on hand January 31, 1894.....	11,662.69
	<hr/>
	\$1,525,104.88

EXPENSES PAID DURING JANUARY.

Postage \$123; Incidental, \$25.85; Salaries, \$376.67; Fees returned, \$3; Stationery and Printing, \$18.25; Legal \$75 Total, \$546.77.

The above amounts were paid out during the month but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 273 to February 20.....	\$23,823.20
Received on Assessment No. 274 to February 20.....	23,746.80
Received on Assessment No. 275 to February 20.....	10,753.00
Received on Assessment No. 276 to February 20.....	3,912.00

WM. P. DANIELS, Secretary.



OBITUARY

Taylor.

On the 17th of January last, death invaded the circle of Division No. 175, taking from its numbers Brother Edward W. Taylor. Brother Taylor had been in poor health for more than a year, and had spent most of that time traveling, in the hope that a change of scene and climate might prove beneficial. He was at Pine Bluff, Ark., when the final summons came. Deceased was a true friend, a devoted member of his beloved Order, and a man whose noble and generous impulses won him friends wherever he was known. The sympathy of the members of Division 175 goes out to the bereaved family and friends in their great sorrow. They also feel under great obligations to the members of Division No. 251, of Pine Bluff, for the tender and solicitous care with which they attended Brother Taylor in his last illness.

Addington.

At a regular meeting of Huron Division No. 121, held January 4, last, resolutions were adopted expressing the sympathy of the members with Brother R. Addington and wife in the death of little Alvin, their dearly beloved son, aged only four years.

Sage.

The charter of Lima Division No. 27, L. A. to O. R. C., is draped in mourning for the death of Sister Mrs. E. C. Sage, aged twenty-seven years. She leaves, to mourn her demise, a husband and little six months old son, Russell, who will never know a mother's love and care. The funeral was attended by the members of Division No. 27 in a body. Some measure of the regard in which the deceased had been held was evidenced in the beautiful floral tributes offered in her memory. At a meeting of the Division, on February 22, resolutions were adopted expressing the sorrow of the members, and their sympathy with the bereaved husband and little son.

Cosgrove.

Died, of consumption at the home of his mother in Saginaw, Michigan, Bro. Thomas A. Cosgrove, of Blue Grass Division No. 322. Deceased was a charter member of Blue Grass Division and one of its most faithful and efficient workers. The sincere sympathy of all will go out to the sorrowing relatives.

Penney.

Brother Charles H. Penney, of Chanute Division No. 265, died at his home in Ottawa, Kan., on Jan. 19, last. Deceased was an exemplary member of the Order, a good citizen and a loving and indulgent husband and father. His death brought a sincere sorrow to many outside the immediate circle of relatives and friends. The funeral was held at Ottawa and was attended by the members of his division in a body, a special train being tendered them for that purpose by the officials of the A. T. & S. F. R. R. At a subsequent meeting of the division resolutions were adopted expressing the sympathy of the members with the sorrowing family, also returning thanks to the officials for their courtesies, and to Engineer Matt Heller, Fireman Walker, Brakemen Elliott and Heminger, and Brother T. E. Barnett for their kindly and courteous assistance upon that same occasion.

Hillhouse.

Bro. E. A. Hillhouse, of Division No. 149, was called to his final reward on February 4, last. While in the performance of his duties, on January 30, he fell in front of an engine and received the injuries which resulted in his death at the time given. Bro. Hillhouse was held in high regard wherever known and his death was an especially severe blow to the Division of which he had been an honored member.

Ronan.

In the death of Bro. Martin Ronan International Division No. 48 has lost one of its oldest and most active members. Deceased had long been afflicted with cancer of the throat, and bore the suffering attendant upon that terrible disease, with the patient fortitude characteristic of the man. He leaves a wife and four children to mourn his loss, and to them will go out the deepest sympathy, not only of his Brothers in the Order, but of the members of Division 44 L. A. to O. R. C.

Wilson.

At a recent meeting of Division No. 261 resolutions were adopted expressing the sympathy of the members with their Chief Conductor, J. F. Wilson, in the death of his well beloved wife. In this sympathy the members of the Order generally will join.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, APRIL, 1894.

NO. 4.



CONTRIBUTED.

BREAD'S BONDS.

BY FRANK A. MYERS.

CHAPTER VII—SERVICES DISPENSED WITH.

In a few days notices were served on both Wilmer and Robinson to the effect that the company had no further use for their services. The gratuitous insult was offered in the notice that they wanted no agitators, or men who put unfriendly ideas in the heads of their employes, and they meant to have none of that kind in their employ if they had to stop every train on the road to get rid of them.

"It's d— plain," said Robinson to Wilmer "that they want no men of ideas in their service. In this free country to have ideas of economy, it seems, is to be deprived of the privilege of earning a living. But the country is all right; it is the tyranny of the men conducting the business of the country. To such bumptious fellows, the monied Czars of the land, a man dare not say his soul is his own. D— nice state of affairs." What scorn he condensed into this last remark. Robinson was a master of the art of scorn.

"They don't want us. We are agitators," said Wilmer, ironically.

"Services dispensed with—paid off—dismissed. The poor fools have not stopped our mouths by discharging us." Robinson, with profound philosophy, felt his liberty, now that he was released from all obligations to the company. The two men walked slowly down the street, Robinson to

his home and Wilmer to his boarding-house. The reasons for their dismissal made them justly indignant. George P. Wilmer stopped at Robinson's gate.

"The Irishman wondered what this country was made for, if a man could not do as he pleased," observed Robinson, resting his elbows on the gate, "and I wonder, too, what liberties a man has who is free born and twenty-one years of age."

"None that capital is bound to respect," returned Wilmer, with flashing eyes.

"That is, we are slaves to capital."

"At least our living is dependent upon it."

"There is no liberty where capital rules," said Robinson, in a rhetorical tone.

"Money makes the mare go."

"And it's all for money this world goes on, as the old song says."

"As the world is constituted to-day you and I *must* have money—money—money—the love of which is the root of all evil—filthy lucre."

"Yes, we must have the 'root,'" remarked Robinson, smilingly.

"Capital knows no law but that of greed," said Wilmer.

"Ours is a case where capital has invaded the sacred precincts of mental liberty. The thumb and rack screw are no longer applied, but if y

dare to think in this latter day, capital turns you out of house and home and tries to starve your family. It has no soul, no love, no sympathy, and breaks your manhood by robbing you of your living. This is the very refinement of cruelty. There is no charity or brotherhood in it. Something needs to be done, and that quickly, or capital will have its impious foot on the neck of labor as effectually as Joshua did on the necks of the kings of Canaan."

"Labor, by divine right, is entitled to its share of its earnings," observed Wilmer, as one reasoning from a profound basis of political economy and emphasizing his remarks by almost swiping Robinson's nose with his index finger, "but is it getting it? I'm a man and entitled to a good living for my work, but am I getting it? Capital should be not only broad and liberal but an honest custodian; an incorruptible trustee of the receipts of labor, and at stated times restore to it what it has earned. But these earnings it never hears of again. Capital, unable to withstand the temptation, has become a robber greater than Pillone of Italy, who robbed from the rich and gave to the poor. It has gained our confidence and then secretly abuses it. We laboring men create, and capital absorbs. If our wages were a fair share of the earnings, I would have nothing to say. I admit that capital is entitled to interest and pay for brains to manage it, but I deny that it is entitled to any increment over and above that. More than that is robbery."

"Something must be allowed for the wear and tear of machinery," suggested Robinson.

"I grant it."

"Apart from this," declared Robinson, "the time is at hand for a union of hearts and hands of the labor world, and the building up of one vast brotherhood of interests that will be invincible—a union that can demand and secure its rights. It is time to organize."

"That's it. We must organize and co-operate."

"Capital will not pause to reason with us. No robber allows argument when his pistol is at the head of his victim. People of shallow opinions are always unreasonable. They are right and everybody else wrong. No one dare entertain views in their presence. That is an unpardonable crime. They *know*, and, like Pythagoras, their *ipse dixit* settles it without reason. No room for argument, for they *know*. I'm in favor of appealing to Cæsar like Paul did; but I hope we'll come out better than he did. The Cæsar we must appeal to is organized labor. In union is strength." When Robinson spoke earnestly his eyes glowed like living coals.

There was much more of this conversation. It grew quite dark as they stood and talked. Before they parted they half formulated a plan of going forth and organizing the engineers of America into one grand union, to be called the Brotherhood of Locomotive Engineers. The idea was born, and grew and developed. It was almost the birth of a new era for labor.

At the next secret meeting Robinson was elected Grand Chief of the new order, and he was commissioned to go forth and organize lodges everywhere throughout the length and breadth of this mighty nation. Wilmer was also authorized to assist him when necessary. Thus it was that these two men, out of a job, were put into a higher field of work. They were what might be termed pioneer missionaries in the field of locomotive engineers—self-sacrificing men in the cause of down-trodden labor. But Wilmer never officially engaged in this great work.

The day succeeding the secret meeting that sent these two heroes forth on a mission of love for their fellows, John M. Julius, the passenger agent of the road, quietly dropped off the train at Marshall. Although he stated to no one his business there, yet all railroad laborers well knew why he was there. The simple fact that he stated to no one why he came was sufficient evidence of his mission as a spy.

With commendable manliness both Robinson and Wilmer sought out Mr. Julius for the purpose of asking the reasons for their dismissal from the service of the company. This official had just finished his noonday meal at the leading hotel in the town, when they approached. A well-fed man, after a good hearty meal, is always "at peace with all the world and all the rest of mankind," and striking his own bosom congratulates himself. He was sitting in a chair smoking a postprandial cigar when the two men approached.

"My name is Robinson," said Robinson, pausing before Julius and looking hardly at him. "and this is my friend Mr. Wilmer." Both men studied the effect of this announcement upon the self-satisfied man before them. He looked at them sharply and perhaps rudely, but he did not stir in his chair. All they noticed was that he bit his cigar harder. He knew them before, and they understood that.

"Glad to see you, gentlemen," he returned, just as if he had never seen them before. This was the first time they had ever exchanged words. "Won't you have seats?" He was provokingly self-complacent.

"I have seen you before," said Robinson, who was unwilling he should think he was deceiving them.

"Very probable. Many know me whom I have not had the pleasure of meeting personally. That is the happy fortune of railroad men." How self-assured!

"Begging your pardon, but I believe you knew me before," declared Robinson.

"And I am sure you knew me before," asserted Wilmer, as a cool second.

"If so, you had escaped my memory. I meet so many people that it is absolutely impossible to remember all."

"You are not, then, like old Hickory Jackson, who is said never to have forgotten a face," added Robinson, with a tinge of scorn at this man's plausible subterfuge. The arrow struck where the archer intended and wounded the fellow's vanity.

"Not like Jackson," Julius confessed, but he could not do otherwise than say this.

"All this nonsense aside; let us get down to the core of things," began Robinson, in a serious tone. "We have come as men to ask for the reason for our summary dismissal from the service of the company."

"I know nothing about it," returned Julius, a little curtly.

"Beg your pardon, sir, but you do," asserted Robinson, firmly. The two men now sat down by his side.

"If you know, I need not tell you," remarked Julius, who felt this to be an impracticable moment for anger.

"An official is not up to snuff," put in Wilmer, "if he does not know the reasons for as important a step as our peremptory discharge."

Robinson looked his approval of this.

"Important! That's good," sneered Julius.

"Yes, important, sir," said Wilmer, stung with anger by the sneer. A look from Robinson restrained him. "We were not discharged for incompetency," in a milder tone.

"You seem to know all about it," laughing at their discomfiture.

"We do; and so do you," flung back Wilmer.

"I shall be glad to learn the reasons from you, then, for as I stated, I do not know." Julius said this with provoking coolness and insinuating indifference. He seemed to say by it that he was condescending to give them audience under any circumstances. Moreover, he was inclined to believe they would not confess what they surmised.

"Where ignorance is bliss 'tis folly to be wise," remarked Robinson, cuttingly.

"Your denial, if we are to believe it, makes us doubt your competency as an official," sneered Wilmer, with singular emphasis.

"I do not take on myself any responsibility

for the thoughts and opinions of others," parried Julius, in what he regarded as a *coup d'état*. Taking his cigar from his lips he blew out a big whiff of blue smoke.

"Nor do I," returned Robinson, with lightning rapidity. The fellow was quick enough to see that the reply meant that the mental liberties he assumed belonged alike to every other self-respecting American citizen. The glance he cast at Robinson was sharp and quick, and he recognized a keener man than he expected to see. This conversation afforded him the very opportunity he desired to scrutinize these two "vile sinners," as the company denominated them, more minutely than he had seen or heard of them before. In truth, that was chiefly his mission to Marshall. It is tame to say he was astonished at the strength of character he noted. They were men of principle and the soul of honor.

"I claim the 'soul liberty' that Roger Williams contended for," observed Wilmer.

"We do not differ on this," said Julius, in a half conciliatory, half defiant tone. He shifted uneasily in his seat. Robinson rejoiced to see his disturbance.

"But to return to our request—what reasons for our discharge," pursued Robinson, with that level-headedness that characterized him.

"Well, sir, I have but to repeat that I know none," replied Julius, with profane hauteur and repulsive indifference.

"Then, sir, I'm obliged to ask *why* you are here to-day," returned Robinson, promptly. Julius looked up. It was in his mind to tell him it was none of his business, but a prudent fear withheld the retort. The two men, however, saw the suppressed retort discourteous written upon his anger-lit face. It was but a momentary shadow upon his countenance, and then it was replaced by an assured cut-and-dried smile.

"Oh, as to that," he answered, "my duties take me anywhere upon the line, and I dropped off here simply to see how things in general are moving."

"Yes." This simple expression burst from Robinson with such explosive dubiousness that Julius growled as if a salvo of cannon had been let loose at him. There was no room to doubt that they did not believe him. But policy dictated equanimity, and long schooling in methods of policy made him master of himself, if it did destroy his finer sense of justice and right and honor.

"We can tell you why you are here," interposed Wilmer.

"Be glad to learn what I am here for," with mixed irony and bombast.

"To learn more of the secrets that Sam Carey informed you about," said Wilmer, bluntly.

"And what of it?"

"What of it? To break up the secret meetings by discharging all who participate in them. That's what of it," Wilmer arose, but he resumed his seat again.

"We are men with hearts and sympathies," said Robinson, "and we have families that are as dear to us as yours is to you. But because we have to think for ourselves you would starve them. Is it any wonder you provoke our hatred? Is it any wonder we met in secret sessions? Is it any wonder we have asked you for reasons for our discharge? Could we be men and do less? By the eternal gods we have a right to an honorable living, and we are going to have it."

"Nobody hinders you;" a selfish grin of insolent satisfaction decorating his mouth, which was partly concealed by a short moustache, partly black and partly gray.

"Every dog has his day," said Robinson, disdain to notice the fellow's cool impudence, "and you, Mr. Julius, *you*, a truckling hireling, 'drest in a little brief authority,' *you* will have *yours*—or I lay down my claim to prophecy." Robinson nodded his head in emphasis to the words "you," and shook his long index finger.

"I've got it now," he retorted.

"Don't you wish you knew who all belong to that secret organization that sneaks around in back places and holds meetings and concocts damnable plots against the sweet-scented railroad company, that never so much as thought a harmful thing in its dear little innocent life?" tauntingly sneered Robinson.

"And I *will* know, too."

"Not from Sam Carey," shouted Wilmer.

"Not from Sam Carey," echoed a voice approaching. All looked up in surprise. It was Sam Carey. He paused before Julius and gazed at him petulantly.

"Sam Carey!" cried Julius, in astonishment.

"That's my name. I see you have not forgotten me."

"O, no," with a patronizing pleasantry.

"But I have atoned for my crime of revealing these gentlemen's secret to you, and they have forgiven me, and I am one of them now and forever."

"Sam Carey!" Julius exploded,—stunned at what he had heard. "What great opportunities of promotion you have thrown away," he added, reproachfully. Sam had spoken like a moral hero, and both Robinson and Wilmer looked at each other, as much as to say: "How we have been mistaken in Sam! He'll do to tie to." Sam

need not have thus openly avowed his connection with this secret organization, but his doing so demonstrated his great strength of invincible manhood. This act was one of magnificent courage.

"But I saved to myself my true friends."

"And lost your opportunities."

"And saved my self-respect."

"You were a fool."

"And your mother reared a bigger one." Sam's eyes flashed.

"You're a traitor to your best interests."

"I've not asked you for a lecture or advice, sir, and I need no guardian."

"Your impudence is intolerable," said Julius, savagely and commandingly, as a superior to an offensive inferior, an underling, a whipper-snapper.

"And your gall is equaled only by your ungentlemanliness."

Robinson enjoyed this little word-bout.

"We've no further use for you. I dismiss you now from all further service to the company. Your pay ceases at once."

"The ears have come through the lion's skin," chimed in Robinson.

"Got out of me all you can get, and then suddenly you discover I am a villain, eh?"

"Never mind, Sam, we are free lances now," said Robinson, which bore a warning hint to Julius.

"I'm not owned by any one now," said Sam, in a light-hearted off hand way.

"Come on, boys," said Wilmer, walking away.

Without curses or good wishes, sentimental adieux or Parthian arrows, these three men walked out of the hotel and left Julius alone with his tormenting black-faced thoughts. He took the first train out of town, glad to get away.

CHAPTER VIII.—FOR CONSPIRACY.

The three men walked away from Julius, much as one does from a snake he has just killed. They saw plainly that the officers of the company bore them irreconcilable hatred; but they were not asking for redress by reinstatement in their old places. Principle was higher than place; self-respect, than cringing submission.

Since Sam Carey had now on two occasions demonstrated most signally his heroic qualities, Robinson and Wilmer were ready to wade in blood for him, if necessary. But this of course was needless. However, they did him a very splendid service. They took him to the leading business firm in town and secured him a position as bookkeeper. In less than twenty four hours after he was so peremptorily discharged by Julius he entered upon the duties of the new place. He

was most gratefully happy, and liked the place much better than the old one. Instead of doing him irreparable harm, as Julius meant, he did him an inestimable favor.

That evening, of course, he related the whole affair to Belle Grayson. She was extremely delighted. Just then she felt she was a hero worshipper and wanted to embrace him in her ecstasy, but prudence and maidenly modesty stood like invincible guards over her clean deportment and heaven-sent honor. She almost regretted she had demanded silence on the subject of marriage for six months to come. At that moment she was ready to say "yes" before he proposed.

Is it barely possible that other young ladies ever feel in the same mood and want to say "yes" before the question has been popped?

But Sam observed the injunction laid upon him by a whimsical young lady—the one he loved above all things on earth—and he opened not his mouth. At the bottom of his heart, however, it was a leading question.

The next day Belle ran over to tell Tillie all about it. She was so elated that the news was too good to keep, and besides she was so generous she could not avoid dividing everything good she had with her warmest bosom friend.

"I think Sam the best fellow on earth. I always thought so. I think so now more than ever." And she assisted Tillie to fold up a beautiful piece of table linen she was ironing. Then she took a smoothing iron and assisted to iron the clean white napkins and press them into a firm folded shape, and also smoothed and folded and stamped the heavy iron upon each one of a lot of dainty lace and linen and other handkerchiefs. While they worked they gossiped. Every time Tillie took a fresh, hot iron she touched it with her finger moistened by her tongue, to ascertain the degree of heat. And then she would spread out the garment and quickly pass the iron over it. All the time these two confidants were talking about their lovers.

"Yes, Sam is a noble fellow for doing what he has done. Few in these days are made of that kind of stuff." And Tillie glanced up sweetly at Belle.

"I almost wish I had not told him not to speak of marriage for six months."

"Well, what *did* you do that for?"

"I don't know."

"It won't do to take risks that way. You might drive him away from you. Besides it's always best to accept when he and you are both in the humor. He may never be in the notion to ask you again."

"If he is no more faithful than that, I do not

want him, and I say good riddance to bad rubbish. It's better to be free from an unloving, faithless creature than tied to him for life. If he changes before, he most surely will change after." She struck the folded handkerchief a heavy thumping blow with the iron, as if in emphasis of her views.

"Now, I did not put George off that way when he popped the—"

"Call it *fatal* question," interrupted Belle, who loved to jest. Tillie laughed.

"The sweetest, loveliest question ever asked woman by man," amended Tillie.

"Are you sure you did not make him feel you were jumping at the chance?"

"I wanted to have him feel that I loved him with a mighty big heart above everything else in the world, and was willing to share even death with him. But I didn't gush and make him lose confidence in my modesty."

"You sweet creature! And you are to be married in a month? I wish I knew how it feels to be engaged. All the other girls look at you with jealous, green-eyed envy. How proud you must feel, then! You are fixed for life. I'm always throwing my chances over my shoulder."

There was a little shadow in her heart. She did not look up, but ironed only the harder. In Tillie's heart there came a wave of sympathy.

"Sam has proved his faithfulness, and when the ban against him expires you will be wearing an engagement ring, mark my words."

"Think so?"

"Of course I do."

"I'm glad you do. I guess I do too."

While they were talking thus confidentially Sam Carey came in upon them unceremoniously and with agitated mien. His excited manner alarmed them.

"Excuse me," he puffed between his rapid breaths.

"Why—" began Tillie.

"Why, Sam!" exclaimed Belle.

"I bring unwelcome news," he said.

"What!"

"What?"

The two girls cried nearly in the same breath.

"They have arrested George on a charge of conspiracy," he announced in wild accents.

"O, no!" exclaimed Tillie, growing as white as the table linen she had been ironing.

"Sam Carey, do not say it," cried Belle.

"Yes; an hour ago; be taken to Indianapolis next train."

"What has he done?" gasped Tillie.

"Nothing under God's heaven. It's persecution—*persecution*—in a free country. There is no justice where money is king."

"What *is* conspiracy?" inquired Belle in the most intense excitement. Her eyes were big as moons, to use the common figure of speech.

"It's joining with others to do somebody some injury. Robinson would have been arrested, too, but he left last night on a mission of help for other workingmen. He would not run from an officer—not he. I'm glad he does not know this, or he would come back and run his neck right into the noose; and he can do more good out than in."

"My goodness, what will we do!" cried Tillie in the greatest distress. What a contrast in her feelings now and a few minutes ago!

"He must have some lawyer to help him," suggested Sam. This was an idea to Tillie. "I shall write to a young legal friend of mine there, and have him do what is right. O, he'll do it—for me."

This very exciting conversation did not continue long. Sam hurried off to write a letter to his young legal friend, and Tillie sadly folded the last white napkin with the smoothing iron. Clearly did Belle see that it was her duty to comfort her sorrowing friend, and well did she execute this loving service. Both shed tears copiously, and there were long pauses of silence when not a word was uttered. Their tears fell like the refreshing dews of heaven, and they were comforted. Tears are the poetry of sorrow. What a beautiful thought must have been in the God-mind when He first conceived the idea of tears for sorrow!

It was not long after their tears had ceased that Belle remained. Her own household duties called her home. As she went she said consolingly:

"It is not always cloudy."

"It is not always sunshine," returned Tillie.

As soon as she was alone she set to work to carry out the idea that originated in her mind when Sam said he would write to his young legal friend in Indianapolis. She said not a word of her plan to any one, and especially not to her parents, for they would oppose her and be possibly an insurmountable obstacle in her way. The whole matter could safely be explained, but it might result in great harm if defeated by over-sensitive parents. The step she was about to take she herself could not approve from the conventional standpoint of high social breeding, but necessity knows no law, especially not the very flexible rules of

super-refined society—the polite laws of the "four hundred."

The family retired at the usual hour that night. Tillie made no concealment of her sadness over the outrageous arrest of George Wilmer. Her mother whispered a sweet word of comfort in her ear as she retired.

But the next morning the dear, good Tillie did not appear even when breakfast was ready. The kind mother thought perhaps she had cried most of the night, and was securing a little morning rest and she would therefore not disturb her. After all the other members of the family had partaken of the first meal of the day, the tender mother went to her daughter's room to see what was the matter. It was barely possible she might be sick. So she stole softly on tip-toe into the room. Not there! Where was her loved daughter? Not there! Impossible! She was gone!

"O, Tillie!" broke out the mother in agony. What had become of her? Where had she gone? Why? "O, Tillie!" was all she could utter. The bed remained undisturbed. The girl had not slept in it at all.

On the table at the window that overlooked the green lawn and the beautiful yard the distressed mother found this brief note:

"Don't worry for me, dear mother. I go to Indianapolis on the midnight train and will stop at Uncle John's. I want him to get George out of the claws of the railroad company. Will be back soon."

This note afforded some consolation. The dear girl was honest. She was at her Uncle John's, and had gone there for the noble purpose of helping her future husband. Her Uncle John Emmet was an eminent lawyer. The good mother was half disposed to admire the pluck and courage of her wise daughter.

When she revealed the facts in the case to the rest of the family, there was no scene.

"She ought not to have gone without telling us. That was wrong," said the father.

"No doubt she was afraid we would not consent," apologized the mother.

"The wrong was not in going, nor in the object of her mission, but in not confiding to us," said Mr. Dillingham.

The news caused Belle to rejoice and admire. Sam Carey thought it was an act of the noblest kind he ever heard of.

TO BE CONTINUED

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEBBLES.

CHAPTER VIII.

As they started again on their slow and painful march, pushing their way through the vines, brush and tall weeds that twined around them like living obstructions, Onetax remarked to his companion: "Are you certain that we are traveling in the right direction?"

Socialist shook his head and replied: "I confess that I have been bewildered for the last hour; and is it not strange that we have not heard a single groan from the Giant?"

"I do not remember of hearing him for the last two days," replied Onetax.

By this time the others had come up, and now that the matter had been brought to their attention, none of them remembered hearing the usual sounds of distress during that day or the preceding one.

They looked at each other with mutual surprise, both at the strange fact itself, and that none had before noticed it.

Philosophic, however, said quietly: "This need cause no particular surprise. It is well known that the sufferer remains quiet for days at a time; but it is equally well known that his pain must cause a renewed outbreak."

At this moment a rustling was heard in the heavy foliage overhead. It has been related that the marked peculiarity of the forest consisted in the absence of all animal life, and the ordinary sounds that accompany animated nature. All stopped and peered among the branches overhead. They could only see a movement among the leaves, when a large bundle, apparently of black cloth, rustled and bounced from branch to branch until it fell lightly at their feet. Before either of them had time to speak the upper part was thrown back like a hood or head covering, a human face smiled cheerfully, and a pair of shining eyes cast quick glances from one to the other.

"I have been watching you for some time, and I offer my services as your guide. I never offered to guide a party before, as my rule has been to work with individuals."

Their strange visitor continued to look with quick, penetrating glances from one face to the other.

Onetax was the first to recover himself, and said laughingly, "Well, well, young man, this is rather an unceremonious way of introducing yourself." And then with a gesture of astonishment, "By Jove, he is not young! Methuselah would

be an infant beside him; yet, confound it! he is young, after all!"

The surprise was not confined to the speaker, all had noticed the startling peculiarity of the face before them. Without a perceptible change in the features the countenance was that of extreme age and of early youth. It was not the result of sudden change, one look did not reveal old age, another youth; but if such a thing could be conceivable, the same face represented decrepit age and vigorous manhood. Nor was this the only strange effect. Each one felt the face was a familiar one, one that should be well known to the onlooker; but every attempt to fix it in the mind's eye failed. The visitor seemed to understand the mixed emotions his appearance caused, and chuckled as if he enjoyed their confusion. Turning to Onetax, he said: "Well, which is it? Old or young, strange or familiar?"

The abashed man could only stammer: "I—don't—know!"

The answer seemed to amuse the questioner; but he soon recovered his gravity. "I am waiting for your answer."

Socialist, speaking for all, asked: "Who are you; where did you come from, and what do you mean by your offer?"

"To answer your last question first, I offer to guide you through the forest, giving you the true explanations of its mysteries. It is a custom of mine to offer my services to all who are bold enough to attempt to explore this waste, and who are sincere in their efforts to relieve the Giant. Only a few, however, accept them; and generally, I am insulted and cast off a few hours afterwards by those who do. My home is here among these pathless woods. I have many names, to you, my title is T. R. U. Interpretation. I have reason to believe," he added with dignity, "that the forest will never be explored, or the Giant relieved, until I lead the way."

Onetax by this time had recovered his wonted assurance, and while the others looked inquiringly and doubtfully at each other, said boldly: "I, for one, am opposed to following this confident guide; he may lead us into danger. You all know as well as I, that many have entered this forest to disappear forever; and this guide may have tempted them to destruction."

The strangers smiled as he quietly said: "Many have sought me in vain after refusing my services when offered."

Socialist turned in perplexity to the others, and

noticed that Christian was looking earnestly at the stranger, and he thought he saw a quick glance of intelligence pass between them, as he said: "Friends, I fear that Onetax has spoken hastily; what say you to this offer of this—;" "Inner Voice," interrupted the stranger. Christian started as he exclaimed: "I thought I knew him."

"I believe he is not an entire stranger to me," said Philosophic, calmly, "providing he has yet another name. But I propose that we ask him to remain with us, for the day at least, when we may better judge concerning his offer. Surely," he added, turning to their visitor, "you would not censure our exercising caution?"

This suggestion seemed to meet the approbation of all, except Onetax, who shook his head; but murmured that he was satisfied if the others were.

The stranger nodded in assent, as he said: "Few have retained my services that long. Oh, how many have followed me for an hour! How many have met me with a smile, to cast me off with a frown!"

During the entire time the stranger had remained sitting or lying on the ground. The heavy cloak or gown that covered him concealing even the contour of his figure. With a shake or wriggle the head covering fell forward, and now nothing was visible but a pair of shining eyes that sparkled like twin stars. As, in some manner, peculiar to himself, he assumed an upright position without the sign of arms or legs, he seemed a bundle of black cloth armed with two eyes of superhuman brightness. (The historian is now using the eyes of Onetax, as it afterwards was proven that each saw a different form.)

To the announcement of Socialist that they had lost the way, but were searching for the Park, wherein the Giant was imprisoned, their guide chuckled, as he replied: "Every traveler becomes lost from the second step taken from the beaten paths. The Giant is now at work, surrounded by those who profit by his labor. Come and see. Afterwards," he added with a knowing air, "I will show you a quiet place where Christian can give his lecture."

This evident knowledge of their past conversation, brought a smile to the lips of all, but Onetax, who muttered aside, "a spy."

CHAPTER IX.

With a gesture inviting them to follow the strange guide floated on before them. No feet seemed to touch the ground, nor was any movement of the limbs seen beneath the folds of the black gown. He moved onward as if suspended by invisible cords, like the figures in a pup-

pet show that are guided by unseen hands. The leaves and bushes neither moved nor rustled as he passed through them like a mass of vapor. At any other place, under any circumstances, the travelers would have thought themselves the victims of a delusion, their reason would have rebuked their eyes, would have appealed to their knowledge of natural law and would have declared the thing they saw impossible. But they expected strange, incomprehensible things while in this mysterious forest, and they followed in silence.

We do not know what others have met or seen in this pathless wood, but it is well known that many who have wandered from the beaten paths for even a short journey, have returned with different views on the common affairs of life, and with opinions changed on many things. Onetax pinched himself severely after looking intently at his companions and their guide, then, as if satisfied that it was not a dream, he followed without a word.

The silent march continued for perhaps an hour, when a confused murmur of voices was distinctly heard. It seemed like the humming sound that comes from a crowd at a distance. Their guide kept on and they followed in silence, and gradually the sounds grew louder, when Interpretation—to give him his chosen name—stopped, shook his head as if for silence; and in a whisper directed them to crouch down under the bush.

Before their eyes was the beautiful park that our two explorers had visited five days before, but no longer silent or deserted. It was filled by a vast throng—a mixed assembly of both men and women seemingly of all ages and of all conditions of life. Sounds of laughter and loud talking were heard; but if at the first glance one thought it party of pleasure, a gathering of merry-makers, the second look would show that many seemed anxious and ill at ease. When the explorers eyes had grown somewhat accustomed to the moving kaleidoscope they saw that some were laughing merrily, and others hurrying to and fro with looks of anxiety and deep concern. Some were lounging in the shade of trees conversing with smiling companions, while others were pacing along the walks with knit brows. Some again were sauntering slowly, either singly or in groups, as if enjoying the beauties of the place, and others walking moodily apart as if indifferent to all around them. Some were stretched at full length on the grass either sleeping or reading as if trying to kill the time, others were sitting on the edges of the walks covering their faces with their hands as if they were hiding the

tears they could not check. Some walked with a lordly air as if they were proprietors of all around them, others walked with a timid air as if they felt they were there on sufferance and hoped no one would notice them. Sometimes the merry peals of laughter would end with a long drawn breath that sounded like a sob, and now and then came a sound that seemed a groan. It was noticed that the laughing ones, the merry-makers and the better dressed were on the lawns, under the shade of the trees and around the fountains; while the depressed, the anxious ones and the meaner clothed were on the walks, and seemed afraid to step on the grass, indeed they were often led back to the paths by men in uniform that had the handles of pistols protruding from their pockets, and who seemed to watch the movements of the crowd; they sometimes stopped and seemed to speak crossly to those on the paths, but when conversing to those on the lawns they would bow and cringe as though asking pardon for their interference.

Our travelers crouched and watched this moving throng in silence. It would be impossible to describe all the actions of the many actors in the active panorama that moved before their astonished eyes. But as their first wonder wore away and their eyes became able to distinguish separate individuals among the crowd they noticed a man of herculean proportions working with hoe and spade upon one of the flower beds. Many of the others seemed busy rushing here and there, talking first with one man and then marking on a little book they would rush to another; but this man was the only one that was engaged in manual labor, the only one that worked on the beautiful pleasure ground to preserve and keep it in order. He worked steadily and paid no attention to those around him, but every now and then he looked anxiously at the top of a post that was fixed in the ground a short distance before him. It was noticed that similar posts were set up at regular intervals all over the place. From this and the anxious looks of the worker they concluded they were set up to divide the hours of labor.

Interpretation, as if to answer their thoughts, whispered, "That is Labor; the park is solely the work of his hands, and his work preserves it in good order."

Onetax was on the point of asking, why don't he escape, or make an effort to do so; but a second glance showed that the worker was enveloped in chains, that hung from his arms and legs; and could be traced from the worker along the ground until they seemed to reach the stone cell, which had confined the Giant on their first visit.

There even seemed words on the chains, as if they were named; the attention of the others being called to this, they managed to spell the word POVERTY on one and COMPETITION on another. There were several other chains, but it was impossible to make out the inscriptions on them.

"Remain here and I will help you to understand the scene," whispered Interpretation. He floated from their side, and they watched him as he flitted noiselessly among the crowd. He seemed invisible to the moving throng; no one noticed him or moved aside as he approached, or seemed in any way conscious of his presence. Yet he affixed a badge with a name written on it to the breast or back of every one as he came near, but neither the person who received the badge or the others seemed to notice it in any way whatever.

He stopped by the side of an old man, who with a basket on his arm was running from group to group with an anxious look, and the words "Money Lender" shone on his breast; another who was pacing moodily along the walk received the name "Ruined Speculator," while another who was promenading gaily with a beautiful lady on his arm was entitled "Successful Speculator." A portly man who was strolling over the lawn with a lordly air of a proprietor, received the word "Capitalist" on his swelling breast. A dissipated looking young man, who was reclining asleep under a tree fanned by one in bright livery was marked "Heir to Millions." An energetic man, who was talking loudly to a group that surrounded him received a badge with the word "Politician." It would be impossible to enumerate the many names given as their guide hurried from one to another; but in an incredible short space of time every one of the hundreds before them had a badge that could be read by the watchers.

This strange proceeding had for a time taken their attention from the worker, and when they looked they saw that two men were endeavoring to attract his attention. One was on his right side the other on his left, and both seemed to be talking at once. The laborer worked doggedly on, although at times he would stop and listen for a moment to the one on his right who was marked "Trade Union," but he would look up at the post and resume his work while he shook his head doubtfully. The one on the left who bore the badge of "Political Economist" would even pluck the worker by the sleeve in his efforts to engage his attention, but the worker shook his head scornfully and went on with his work.

"I would like to hear what they are saying," whispered Onetax.

Interpretation smiled and handed each one of

the four a small tube shaped like a trumpet, saying: "Put this to your ear."

The events of the day had prepared our travelers to accept miracles without astonishment; and they were not surprised on placing the instrument in position to hear the words spoken by those in the park as though they stood by their side.

"See here," said Trade Union, "you know they don't give you half enough and you work too many hours a day. Suppose I go over to Capitalist and demand more pay; and if you say so I will tell him you won't work but eight hours."

The worker shook his head doubtfully as he looked at his ragged clothes, and the listeners heard the chains ring together as he raised his arm, and they saw that the two marked "Poverty and Competition" were twisted together and really formed but one chain.

"If they won't do what I demand for you then quit work. I—I can contribute a little for your support," continued the first speaker.

"That would be a very foolish thing to do," said Political Economist. "It would interfere with the proper care of this park, and you would suffer as much as the rest. I think I can show you how to economize by living cheaper than you do, and by saving your allowance you may have something to keep you in sickness or old age."

By this time a crowd had gathered around to listen to the conversation, and a severe looking man, dressed in black broadcloth, stepped forward and with much dignity, said: "Remember it is written 'man shall gain his bread by the sweat of his brow.'" As he turned to continue his remarks they saw the words "Orthodox Minister" on his breast. Trade Union interrupted him by saying with a glance around the park: "I suppose the people here don't have bread." The other drew backward haughtily as he said: "Beware, scoff not at the ones that Providence has placed in authority," and as if he dreaded violence he hurried away.

A benevolent looking man marked "Prohibitionist" who had shaken his head at all that had been said, now stepped forward and said: "If my friend here, and all who either look idly on or profit by his work would resolve to drink water, leaving all other beverages aside, I am positive that everything would soon be all right. If I could only influence you," he continued, turning to the crowd around him, "to make a law prohibiting the manufacture and sale of all forms of alcoholic poisons, the poor Giant would save much more, the others could give him much more and everybody would be happy and prosperous."

Several others commenced talking, each en-

deavoring to gain the attention of the worker as well as the crowd of listeners, which was getting larger every minute. It seemed that each speaker tried to drown the voices of the others, and the result was a confused medley of sound from which no words could be distinguished. The Giant continued working with a sullen expression. He commanded those in front to stand aside and allow him to work; and after one of his anxious looks at the post he bent his head and labored without paying the slightest attention to the excited throng.

While the crowd were still wrangling Capitalist was seen to walk leisurely towards Money Lender. He conversed a moment with him and the old man opened his basket and handed the other a small package, making at the same time an entry in a little book that he carried in his hand. Capitalist took the package and placed it carefully on the top of the post that stood in front of the worker. He smiled patronizingly at the crowd, and waved his hand carelessly as he turned away. Some of the onlookers clapped their hands as if applauding the action. One that stood by the side of the Giant plucked him by the sleeves and pointed significantly at the package. Labor cast a quick glance at the post and then resumed his work.

As this incident had somewhat quieted the babel of voices, Political Economist took advantage of the momentary cessation and said: "Look friends at the great improvement that modern knowledge has made, notice how much more humane the present system is than the one that preceded."

"Then the cruel overseer, armed with a whip, stood by the side of Labor and compelled him to work, and he received no remuneration beyond the scanty food the slave driver allowed him. Now the Giant is free, he works for a specified remuneration that is placed upon the posts and awaits him when his allotted work is finished. The right of contract is open both to him and Capitalist; and instead of the cruel overseer, society provides guards to see that the contract is observed on both sides. Since the chains of feudalism and chattel slavery have been taken from the Giant he has been free, and has no serious cause for complaint."

The speaker paused and there was a sound of applause, even Capitalist was seen to languidly clap his hands together. Labor had never looked up nor ceased from his work during the harrangue, but when the speaker had referred to former chains that he had worn, the watchers saw that he smiled sarcastically and looked at the four chains that hung from his shoulders and enveloped his limbs as if he thought there were still enough left to cause some complaint.

The orator appeared to notice this look, and cleared his throat, hemmed once or twice, and was about to speak, when a bright faced, bustling little man, who had pushed his way to the front, said abruptly: "What is the practical difference after all, formerly he was fed that he might work, now he works that he may feed himself. The heavy chains you removed kept him from leaving one spot; but I see there is enough left to prevent his running away altogether."

Political Economist turned angrily at the bold

speaker, but appeared confused when he saw his face, and turned away, saying: "I might have known it was you, but take my advice and leave questions alone that are above your comprehension;" and he turned suddenly upon his heel and was soon lost in the crowd. The little man laughed as he said: "It's you that can't make head nor tail out of the question, but I can see some of the mischief of those who claim they do." As he went away the spectators saw the name of "Candid Observer" on the badge on his breast.

TO BE CONTINUED.

IS SOCIALISM PRACTICABLE.

BY JOSE GROES.

"In the sweat of thy face shalt thou eat bread." The word bread there means, of course, all that men may need to produce in order to realize divine ideals on earth. It then means our own homes, the buildings and tools indispensable to all production and commerce, all, in fact, which may be the creation of human effort conducive to our healthy development.

The sentence in question was addressed to the individual man, in singular. Society had not yet been organized when that divine law was formulated. That sentence establishes the rights of private property, of property created by labor, by human effort, symbolized by the word "sweat." That sentence totally and completely negatives the aims of all socialistic schools. It most emphatically denies to society the right to control that which individuals may create. The only duty of society is to see that all individuals may obtain the full equivalent of what they produce through honest labor, and through the control of what labor has produced, each individual controlling his own share, alone, or in free co-operation with other individuals. The duty of society is also to see that public functions are under public control, and never under any monopolistic management.

The two duties just specified form the sum total of society's functions. All else appertains to the individual, and is to be determined by himself alone, in so far as his doings don't interfere with public morality or sanitation.

Socialism virtually says that the individual shall be at the mercy of society in all that relates to the individual life, the most important element to every one of us. It says that society shall determine what the individual may be entitled to receive for the labor he performs. That involves

the confusion of two fundamental conceptions, or rather, the cancellation of one of them.

Labor is a duty enjoined by God to men. Property is the tangible effect of a duty performed. God established the rights of individual property when He ordained labor as the cardinal duty of the individual, as the condition of human existence.

Of course that human existence involves, in the divine mind, the social organization, but only as a group of individuals bound to respect all individual rights, those by God granted to men, anyhow. That implies two sets of human duties; duties to every one of us as individuals, and duties to the social compact of which we may be units; and there is no need of any conflicts between those two sets of duties. Just as every planet is subject to two motions, one turning over its own axis, the other around its center of gravity, and no conflict arises between the two; so is man subject to the two sets of duties we have mentioned, with perfect harmony to the full development of both man and society.

All human calamities can be traced to the fact that we have never taught men those two sets of duties, and hence we have only developed an incomplete man, a lame human individual, bound to make the best of himself at the expense of the rest, and so forever making a failure of himself, because forgetting his duties as a social unit. Of course, the inevitable result has been a wild hunt after wealth *per se*, wealth for the mere purpose of satisfying human vanities, wealth here and poverty there. We are disgusted with all past and present civilizations just because they have always, and forever, given wealth to the few and poverty to the many. That may be progress according to human infatuations. That is no progress in the mind of God. No amount of genius

or virtue here and there can make up for the iniquities that such a forceful human progress embodies.

And what does socialism propose to do for the suppression of our social diseases? It proposes to cancel certain grand individual rights, by God granted to them, as we have seen. Is there any wisdom in that plan? It presupposes that we can improve the individual by really destroying some of the rights that constitute the individual, some property rights, some rights by which he should fix his own earnings and decide upon his own exertions, in his own field of labor or business activities.

What we should cancel or destroy, what we never should have allowed to exist, are individual rights to those natural elements that no individual has ever produced; while giving to all the full enjoyment of such elements, on principles of strict equity to all.

That which God has created through the exclusive use of His own forces, apart from all individual human exertion, to give to some the monopoly of that and thus disinherit the rest of the human family; there is the crime at the bottom of all crimes, individual or social! And that crime makes all human progress a clean farce, a colossal cheat!

Every decent man and real reformer should, at least, be willing to suppress that crime, if no other, because of its selfevident magnitude, because of its fatal effects on the grand totality of social growth. All those who fail to work, in the suppression of that crime, miss the holiest joys on earth, and close their eyes to the grand symmetry of God's laws. They all fail to comprehend that we have, as a matter of fact, three forms of wealth on the face of the planet, as follows:

First. Wealth produced by individuals, not an atom of which should society take away from them, in any form or shape, unless indispensable if the nation is forced to defend herself against invading armies.

Second. Social wealth, represented by 'annual land values,' themselves the result of what men may be willing to give every year for the actual use of this or that parcel of land, in preference to some other, such annual land values to fill all public and governmental needs for the equal good of all.

Third. Natural wealth, that land which has not yet acquired any social value, because somewhat far off from centers of population, such natural wealth to be opened to all, for use, in small parcels, free from all payment in any shape

or sense, until population has imparted some value to such land.

And do you know what would happen if, tomorrow, men should learn how to discriminate in regard to those three forms of wealth, and how to deal with each one on principles of ethics, and good sense? What would happen is that the *Thy Kingdom come*, of the Lord's prayer, would rapidly become a reality, and cease to be the mere sentimentality it has been, because of wrong Christian teachings.

We all know the wretched failure, that what we may call *the churches of men*, have so far exhibited on their impressions over humanity at large, the poverty of their results in the march of civilization, although wealth, power and influence have always been within their grasp. Do you want to learn the reason why the churches have so miserably failed? The reason is extremely simple. The churches have only preached a sentimental human brotherhood, never, or very seldom, a practical one, or a brotherhood of fact. The latter can only be gradually evolved in proportion as we build up a correct social compact, resting on the simple cardinal principles we have indicated respecting individual rights, while teaching individuals all respect towards their social duties, duties of citizenship!

Socialism would attempt to evolve a mechanical human brotherhood in opposition to the sentimental one of the churches of men, when, what we need, is, the *brotherhood of the golden rule*, as was preached by the Christ! Anything short of that will fail. And the golden rule in question must be incorporated in the human law, because, as long as it is not, men virtually say that they don't care for that rule; but prefer human laws or rules enabling each one of us to get the best of somebody else.

Yes, while we cannot develop healthy nations but through healthy individuals, we cannot develop any healthy individuals but in so far as we teach them how to establish healthy laws, embodying the *golden rule*. Nothing short of that will ever give any permanent peace to men on the face of the planet.

Takes Work Nowadays.—"You niggers," says Uncle Mose, "dat t'inks you is gwine to git up dem golden stairs widout climbin', and climbin' hahd; is mighty much mistakened. I des want to tell you right now dat de yellervator is stopped runnin eber since de daas ob ole 'Eijah.—*Indianapolis Journal*.

SINGLE TAX VAGARIES.

BY W. H. STUART.

The object of the single tax is to destroy private property in land, i. e., to make land common property. To effect this object, Henry George very correctly states that: "It is not necessary to confiscate the land, we can confiscate rent." When taxed with the evident injustice of virtually confiscating the land from the present owners, single-taxers are wont to reply "that private ownership of land is robbery; that landowners did not produce the land and can show no just title to it." Now, it may be at once admitted that equity does not permit private property in land. But are we justified in robbing present owners of that "unearned increment" of which thousands not now landowners have been the beneficiaries? For instance, under our system of private ownership, we compel say, a farmer to invest \$5000 before he can gain access to the land necessary for him to procure a living; having done so, are we justified in depriving him of the value of his land by confiscating its rental value? Or, take the case of a mechanic who has invested the savings of several years of honest toil in a home site—our land system compelled him to do this before he could acquire the right to build a home—having done so, can we in equity deprive him of the money so invested by confiscating his land's rental value?

It cannot be claimed that either the farmer or the mechanic were robbers. They have not occupied more land than is necessary, in the one case for the purpose of producing a living, in the other, as a site for a home. They are not in any sense "monopolizers of natural opportunities," because they have not interfered with the rights of others, so long as there is sufficient land for the population.

I agree with J. D. Mill that society has the right to dispose of the national wealth in any way that will increase the comfort and happiness of the nation as a whole, on the ground that society has created the wealth, and not those in whose hands it now happens to be. But I deny the right of society to single out the landowners as proper subjects of expropriation, while allowing the other exploiting classes to retain their wealth intact. The capitalist, as such, no more produces capital than the landowner does the land. Both rent of land and of capital represent robbery of labor. The confiscation of rent, of itself, would not increase the wages of labor, as I have shown. Therefore, George's scheme of confiscation and robbery would be as useless as it is unjustifiable.

But let us suppose we adopted the single tax. Our friends, the farmer and the mechanic, would be assured by their single tax friends that as users of land they were quite as well off as formerly—only as land speculators were they worse off—at which our friends shook their heads sorrowfully when they thought of the \$5000 and \$1000 invested and lost since the selling value of land had disappeared.

They were also informed that absolute ownership of land is not necessary to insure its best use; that only security for improvements is necessary. Well, let us see how security for tenure would be affected by a tax that would vary so greatly with increase of population and business. Let us follow the fortunes of our friends, the farmer and mechanic. The farm of the former was near a growing town that furnished a good market for his produce. As the town spread out in his direction his yearly tax increased. After a few years the rapid growth of the town made our farmer's land valuable for suburban residences, factories, warehouses, etc. Finally a street car line was built past his property, and his land tax doubled and quadrupled, and he was at last forced to sacrifice his improvements, because not suitable for the new uses for which his land was desired, and seek "fresh pastures" remote from the possibilities of rapid improvement and increase of rent.

Our mechanic had built himself a home, spent his spare time in making a pretty garden, and a thousand other little improvements. Having done so, he looked with distrust on all improvements in his vicinity as tending to increase his yearly land tax. The approach of business he regarded with consternation. But the town continued to grow. In a few years a large government building was erected in the next block; business took a rush in his direction; his location became valuable for business purposes; his "single" tax, like the farmer's, doubled and quadrupled, and he was finally forced to move his house and abandon his thousand little improvements, taking care that his next location was in a part of the town so undesirable as to be outside of possible "improvements" for years to come. Is it not evident that under such insecurity of tenure no poor man would dare risk the building of a home, lest increase in rental values would force him every few years to move or abandon his improvements. Under such conditions of insecurity only the rich could afford to take the risk, for which we may confidently expect h

would amply recoup themselves in increased rent

It is quite true, as George claims, that absolute ownership of land is not necessary to insure its best use. Two conditions are, however, necessary: (1) security of tenure for a specified and agreed period of time; (2) an agreed and fixed annual rental. Neither of these conditions would obtain under a single-tax regime. Land values would be assessed annually or bi-annually, as at present, and from the moment an owner had erected his improvements, the land upon which the improvements were situated would be yearly up at auction to the highest bidder, i. e., virtually so, as George, himself, admits. The owner, to retain possession, would be forced to pay the same rental value for his land that others were willing to pay for it. Under such conditions of uncertainty and insecurity improvements would be discouraged, and when made would be of a cheap and temporary character. Improvements adequate for a town of 10 000 population would be totally inadequate, both in size and architectural appearance, when the population had increased to 50,000, and as such increase in population is often effected in less than a decade and as under the single tax rental values of land would increase quite regardless of the income derived from the improvements, the improvements would have to be torn down or removed at great loss to the owners, with the prospect of the process being repeated in another decade, if the town or city continued to rapidly increase in population.

This objection, alone, is sufficient to discredit the single-tax as a solution of the land question, an important factor, certainly, in the economic problem, but really of minor importance compared with the question of the control of capital.

In the March CONDUCTOR, Mr. W. P. Borland devotes considerable space in showing the enormous tax on industry through the private ownership of natural resources. I certainly agree with him on that point. But when he attempts to prove that the transference of the tax now exacted by private owners, into the public treasury would increase the proportion going to the actual producer, he makes a dismal failure. He cites an instance in Michigan where the capitalist operators of an iron mine generously offered to keep wages up if the wicked land owners would consent to a reduction of the royalties. But, of course, the wicked landowners refused, and the kind-hearted capitalists generously consented to continue operations on the basis of a reduction of 25 per cent. This is very touching. This is the very reason, no doubt, that the recent cut in the wages of the Lehigh Valley R. R. employees was

brought about; the owners of the road-bed of that railroad live in England, while the capitalist owners of the rails, ties, and rolling stock are patriotic Americans, who would have gladly paid in wages all over a fair return on the actual capital invested, but the wicked foreigners insisted on their full royalty for the use of the road bed, and if it hadn't been from the willingness of the men to accept "a reduction" the road would no doubt have stopped running.

This, no doubt, was the cause of the trouble with the Lehigh Valley Coal Combine; the Spring Valley "unpleasantness"; the recent "reduction" in the Carnegie Iron Works; why trackmen are paid 90 cents a day on the C. B. & Q. and 62½ cents on the Nashville and Tennessee R. R. This is no doubt why the W. U. Tel. Co. are grinding the wages of their employes down to starvation point, because the telegraph post holes belong to land monopolists who charge the poor capitalists so much for the privilege that the telegraph company are forced to reduce wages or quit the business! This is rich, indeed! Seriously, now, how is it possible that the transference of the royalties now paid by the Michigan mine operators to private owners, to the government, will enable the operators to increase wages? Will Mr. Borland assert that if all the iron mines in Michigan were thrown open to-morrow, absolutely free from all rent or royalties, that the wages of the miners would be increased an iota? Will he assert that men without capital could, under such circumstances, compete with capitalist methods of mining? He speaks in a former article of men being able to move ore at the rate of 50 cents a ton, in wheelbarrows. Does he not know that steam scoop shovels do the work for 12½ cents per ton? i. e., at one-fourth the cost. This talk of the advantage of "free access to natural opportunities" to run without capital is the merest rot and rubbish. Think of the farmer without capital tickling the "margin of cultivation" in competition with the bonanza farmer? Why, even the farmer who owns his land and is provided with machinery is being driven to the wall by his capitalist competitor, who produces the staple cereals at one-third the cost of the average farmer. Fifty cent wheat pays the bonanza farmer 33⅓ per cent profit, while the average farmer at that price is forced to mortgage his farm to avoid starvation. If the average farmer, with modern machinery, is unable to compete with capitalist methods of production, of what avail would "free access to natural opportunities" be to the thousands of unemployed in manufacturing centers, thousands of whom wouldn't know wheat from barley grow-

ing in a field? What "natural opportunities" does the "Big 4" meat combine monopolize, that enables it to control both the price of meat on the hoof as well as on the hook? What "natural opportunities" does the Cotton Seed Oil Co. control? or the sugar trust, or the flour trust, or the leather trust, or the steel rail industry, or a hundred other trusts and monopolies who neither control "natural opportunities" nor are aided by our fiscal system. Not one of these industries is a "special monopoly," the result of class legislation.

Mr. Borland says: "It is an utter impossibility for any one to point out a single one of the monopolies under which the people groan that has not been built up by special privilege of some sort or another, a perversion of the law which gave them the right to do things denied to other persons." To which I enter a flat and distinct denial, with the exception which the law allows to inventors, and to authors, of exclusive right to the profits of their work for a few years, an arrangement that is perfectly just. There is no such thing as special privileges or monopolies that is granted to certain persons that is "denied to others." Where is the law that prevents any man from acquiring land, or building a railroad, or a telegraph or telephone line, or engaging in any form of industry for which he has the necessary capital? Aye, there's the rub; the "necessary capital." Under any system of individual ownership of the means and instruments of production, capital will inevitably gravitate into the hands of a small class, who by journeying together can make it impossible for the man without capital to compete. This is the *raison d'etat* of socialism. It proposes to substitute this system of individual ownership of capital by adopting collective ownership. Free access to land and natural resources would not interfere with this concentration of wealth. Capital is king. The present program of Henry George and his scheme of social and economical reform is no solution of the question; would not be even a palliative. It commences by robbing the industrious farmer of his land, and the workman of his homestead; then destroys all security of tenure of the land, and perhaps robs them of their improvements, and having done so, turns them loose less able than ever to compete in the "death scramble" for a miserable existence in competition with capitalists.

The reader will, of course, understand that under the single tax regime the capitalist class will control the machinery of production the same as at present. Capital will go untaxed, on the ground that it is a "good thing," whose pro-

duction would not be discouraged by being "fined" or taxed. The man who owns a million, or ten millions in government bonds, or in stocks, or steamboats, or ships, or who owns stock in sugar, leather, cotton-seed oil or agricultural implement trusts, or in any form of industry in which the value of the land is insignificant, and there are thousands such, will escape all share in the support of the government. We maintain fire departments and militia to save and defend this property, but they will be entirely exempt from all share in the cost of such protection.

George has a great respect for capitalists. He claims that the adoption of the single tax will "increase the earnings of capital." Interest, he holds, is the "wages of capital," the "just return," as he puts it, for its "aid in production." Not a word is said in *Progress and Poverty* against the wage system. Capitalism and the wage system, from the Georgian point of view, is all right, providing the wage slave has free access to the "margin of cultivation," so that if he is dissatisfied with the wages offered by his employer, he can go onto the "margin," and tickling it with a stick, bid defiance to the capitalist! By the way, Carnegie's men who struck at Homestead were in sight of hundreds of abandoned farms, which they could have obtained for a mere nominal rent, certainly less than a single tax would likely be; yet they accepted Frick's terms in preference to starving on the "margin." Singular is it not?

As showing George's love for the capitalists, it may be mentioned that while denouncing land owners as robbers who produced nothing, and lived on the earnings of labor, he yet valiantly defended "Old Hutch," of Chicago, who a few years ago cornered wheat and made a couple of millions by the operation. As the single tax would not prevent this form of robbery, George boldly took the bull by the horns and defended "Hutch" as a public benefactor, and "corners" as a legitimate use for capital! Great is the single tax, and George is its prophet!

Now it must be evident to the intelligent and well paid railroad employe, whose wage of from \$30.00 to \$50.00 per month (I know several below the rank of division superintendent who receive as high as \$75.00 per month), enables them to live in comparative luxury and affluence, that the capitalist stockholders in our railroad corporations receive a very inadequate and "unjust return" for the use of their capital. Consider how impossible it would be for us to get along without capitalists and the wage system. Who, may I ask, feeds and clothes the sixty-five millions of Americans if it is not the 31,000 capitalists who by their "abstinence" have accumulated the ma-

jority of the nation's wealth, and instead of wasting it in riotous living, generously consent to apply part of their honest "savings" to productive purposes, and thus keep us all from starvation. Of course I am aware that labor produces all this wealth and only retains sufficient of it for a bare subsistence. The balance we hand over to the capitalists to keep us employed and pay us our wages, but if we kept this wages ourselves instead of handing it over to the capitalists, it is only too certain, as Mr. Carnegie points out, that we would only spend it on liquor and idle away our time. How much better it is to do as Mr. Carnegie does, keep this wages and spend it on public libraries, soup houses and charity balls(?)

It is also a well known fact that the principal diet of the railroad capitalist consists of "water," while the well-fed railroad employe can at the worst look forward confidently to, at least, being "in the soup." So that when Mr. George promises that the single tax will "increase the earnings of capital" he strikes a responsive cord in the heart of every honest worker. The man who can not clearly perceive the debt of gratitude we owe the capitalists, and desire that their "earnings" should "increase," until it reaches that "just return" to which Mr. George says they are entitled for their "aid in production," such a man is deficient in the sense of justice, and the grey matter in his brain is altogether different in kind and quantity from that which goes into the composition of the average single taxer.

It must also be admitted that the one case of the capitalist mine owners cited by Mr. Borland, as showing the natural tender heartedness of that much maligned class outweighs all statistics regarding the concentration of wealth, all the census reports, all the history of strikes, and the testimony of every labor leader and reformer "this side of sheol (?)"

Mr. Borland takes great comfort in the thought that future discoveries may completely revolutionize methods of production so that it may be possible to retain our system of individualism. He asks: "Who can say what revolutions may be brought about by the full introduction of electricity as a motive power into our system of industry, and who can say what revolutions in the present system of industry may not occur within the next fifty years?" Very true, indeed. If socialists could only know the date of those important discoveries they could predict within a year or two the advent of the coming co-operative commonwealth. If, for instance, Edison succeeds in extracting heat directly from coal without burning it, it would at once throw 50,000 coal miners out of employment and reduce them to starvation, or force us to abolish capitalistic monopolization of the forces of nature. Every new invention, every discovery of science, every trust formed, every concentration of capital and business, renders fewer men necessary to the capitalists, who turn them adrift to starve. Only under a collective system of production and distribution will all discoveries in labor-saving machinery, in science and knowledge, inure to the benefit of all. Any assumption to the contrary is merely childish nonsense, which has not one iota of reason to rest on. A man who cannot reason this out clearly, is either deficient in mental acumen, or is so prejudiced as to completely destroy his capacity for logical deductions.

In a future paper I shall show that the assumption that the single tax on land would produce sufficient revenue for all public purposes, is based on a shallow and ignorant fallacy, which reduces the theory to an absurdity below the contempt of even a bourgeois political economist of the peanut order. I shall also show that the reforms instituted recently in New Zealand are decidedly of a socialistic tendency.

THE WAGES QUESTION.

BY W. P. BORLAND.

What determines the rate of wages? Under present conditions, and speaking generally, the necessities of the wage workers as influenced by their standard, or rate, of living. That is to say, wages always tend to the minimum necessary to support the worker in the average degree of comfort demanded by his class, or at the standard of living of his class. This standard of living argument has furnished our statesmen with material for the exercise of much political flap-

doodle. Legislation restrictive of foreign immigration is based upon the assumption of supposed evil results following the introduction of a class of wage workers who are accustomed to a lower standard of living than American workmen, and statesmen have almost shed tears in their profound anxiety for the welfare of American workmen, while pleading for the enactment of laws calculated to enable them to maintain their high standard of living. It is evident that if a

class of wage workers are accustomed to a standard of living that can only be maintained at an expenditure of two dollars a day, two dollars a day they must have as their minimum wage; and as long as they insist on maintaining this standard, and can protect themselves from the competition of those who are accustomed to subsist at a lower standard, their wage will remain at the two dollar figure. But if they are brought into competition with a class of workers who can perform the same labor, and who are accustomed to subsist on an expenditure of but one dollar a day, the minimum wage must drop to the latter figure; thus following out the law of competition as expressed through supply and demand, and for the reason that capacity for labor is reduced to the rank of a commodity and must submit to the law governing commodities. The laborer is compelled to exert his power for the benefit of another besides himself and is only able to retain in his own possession that part of his product that represents the price of the only commodity he has for sale—his power to labor. We don't even need to appeal to facts to obtain this result by the inductive process of reasoning; the result may be obtained deductively, from the acknowledged relations of the factors of production, and it will correspond with the facts. Following out a partial understanding of the situation, those who have devoted their attention to the betterment of the condition of the workingmen, have mistaken cause for effect; they have proceeded upon the theory that every effort should be directed toward the raising of the standard of living, thus raising wages to correspond with it, instead of seeking to secure the laborer in the possession of the full product of his labor and leaving him to adopt any standard of living that suited him best. They have made the standard the determinator of wages instead of making wages the determinator of the standard, when if they would but for a moment consider their proposition in connection with the law of competition governing commodities its fallacy would become apparent. It follows, as a necessary inference, that individual economies, individual sacrifices of comforts or luxuries falling within the category of expenses necessary for the maintenance of the accustomed standard, can never benefit the workingmen as a class. Such economies will enable the individual who practices them to save a part of his wages, and make his saving the basis for the acquisition of property which may, eventually, raise him above his class; but this can only occur to the individual who remains an exception to the rule. He has consented to subsist at a standard lower than the accustomed one, and has thus been able to make

a saving at the expense of the standard; but as soon as these economies become general, as soon as all workingmen in a particular class have accustomed themselves to practice economies at the expense of their standard, the benefit ceases. The standard itself has then receded to a lower plane, and wages will fall to conform to it. This is the gist of the "iron law of wages."

The standard of living argument enters largely into all of our economic legislation calculated for the benefit of the laborer; it is the chief argument of our tariff tinkers, and it is accepted, either tacitly or explicitly, by workingmen themselves. It is even accepted by those who are the most active in the propagandism of the doctrine of individual economies on the part of workingmen as a universal panacea for the ills of poverty. They point to the immense sums that workingmen might save, enough to afford them independence, if they would only consent to forego their expenditures for a whole category of articles which they might just as well do without. Yet, when it is considered that these so-called useless expenditures are necessary for the maintenance of the accustomed standard of living, the argument is sufficient to stamp its propounders as either hypocrites or fools. By their own logic they are convicted of the effort to degrade workingmen by forcing them to a lower standard of living, and thus lowering their wages. As long as the iron law exists, and it does exist, the workers can expect no benefit, as a class, from the practice of the virtues of economy. They only reduce their standard of living, and transfer a portion of the fund that is necessary for their maintenance from their own possession into the possession of the capitalists who exploit them. Wages suffer for the benefit of surplus value. It's not a pleasant situation, truly, but it exists. And why does it exist? There is nothing natural about such a condition of affairs. It is natural for the average man to save, economize, lay by a store of wealth to provide against the contingency of a period of evil fortune. If a whole class of men are unable to follow the promptings of this natural instinct without bringing evil upon themselves it can only be because they are subsisting in an unnatural atmosphere, it can only be because they are robbed of their rights as human beings. I might remark, in passing, that a very obvious defect of the organic principle of nationalism consists in the fact that it discourages this natural instinct of saving. I suppose the contemplation of the iron law raised such a phantasmagoria of evil in the mind of Mr. Bellamy that he saw no way of escaping its sinister influence except by establishing a single standard.

ard of living for the entire nation, and, too, a standard that would surely absorb the entire portion of each one's earnings without regard to their amount. But, whatever the motive, the plan of issuing credit cards giving each one an equal portion with every other one, of each year's product of the national industry, and then requiring the return to the national treasury, at the end of each year, of all unexpended portions of such cards, is not calculated to encourage saving. I wonder it never occurs to the nationalists that the credit cards of certain years might not be sufficient to cover the expenditure for those years. In the event of such a contingency, I suppose a beneficent government might come forward with its savings and make up the deficiency, but it does seem as though a nation of free individuals who were compelled to delegate to their government even the business of saving their surplus earnings had fallen to the very lowest depths of incapacity, especially when we consider them as citizens of a state where exploitation of labor had entirely ceased. However, there are excellent reasons for the establishment of this anomalous condition; reasons that cannot be considered within the compass of this article.

To return to the question, why does the iron law exist? Why are men compelled to accept as their wages only a bare subsistence? Primarily because they are not free men. Free men prefer short hours to long, high wages to low. If the free man works for another it will be at a rate of wages dictated, not by his necessities, but by his preferences. There will be no cringing on the part of the free man; no pathetic appeals to be allowed the mere chance to work; no dependence on the will of his fellow man for the opportunity to fulfill the God-given command to labor; no soul-harrowing tramps through busy hives of industry, vainly seeking the chance to work, while anxiety for the welfare of the loved ones at home who are dependent on his exertions for their preservation from the pangs of hunger is tugging at his heart-strings, and turning his life into a hell upon earth; no fierce and unnatural competition with his fellows for the poor boon of being allowed to work, no fighting for a job. The free man will have, at least, the same natural rights as the rattlesnake—the right to use land, air, water, sunshine, all natural elements and forces, on equal terms with his fellowman, and the right to apply his labor for the satisfaction of his wants without let or hindrance—and that is all he needs. The desires, the instincts, the natural promptings of the free man may be relied on to settle the labor question, and settle it right. The free man will

work for himself, not for a master. He will exert his labor for the satisfaction of his own wants, not for the wants of others. If he works for wages it will be because he chooses to do so, not because the necessities engendered by his environment force him to it, and he will need look to no authority outside himself to regulate his hours of labor or establish humanitarian conditions for the exercise of his labor. For man is human, and when he is free his humanity will assert itself.

But, to return to the economic aspect of the wages question. We are confronted with the fact that labor-power, the only thing on God's footstool that workingmen can call their own, is included in the category of commodities and must submit to the general law of commodities; and, following out this law, the worker is obliged to sell his commodity for a price that merely answers to provide for his necessities. We express this as a phase of the law of supply and demand. When a commodity is scarce upon the market while there is considerable demand for it, when the supply is not adequate to the demand, the price goes up. When the supply exceeds the demand the price goes down, and eventually settles at the cost of reproduction. This is what happens to the workingman's commodity. Any measure, then, which increases the demand for labor will raise wages. We all know that in a new country where access to land is easy, and natural opportunities are not yet fully monopolized, wages are invariably high, and laborers are not subjected to the influence of the iron law. But as civilization progresses the supply of labor increases faster than the demand for it; wages go down, laborers become completely dependent on the capitalists for their means of living, and are forced to be content with a bare subsistence as the price of their labor. This result is largely arrived at through alterations in the composition of capital. Some time ago a large manufacturing firm in Massachusetts adopted the eight hour system. After trying it a year they gave it up and went back to the ten hour system. The manager said they could only make five per cent. profit on their investment by requiring but eight hour's work, and that unless they could make a bigger percentage than that they would not be bothered with the management of a business. They would put their money into town and city lots, because that species of property would certainly increase in value as much as five per cent. annually, and that, too, without any trouble whatever to the owner. In other words, they could make more by speculating in land than employing labor.

The value of land, as population increases, is a constantly increasing magnitude, because the supply is strictly limited and the demand constantly increases. This fact exerts a great influence on the composition of capital to the detriment of workingmen, because increasing the relative supply of labor and thus decreasing wages. Suppose one has \$10,000 to-day. The best and safest thing that can be done with it is to invest it in land in or near some growing town. Ten years from now the land will be worth \$20,000, and one will have drawn to himself \$10,000 of wealth for which he has rendered no equivalent whatever. The original capital will not have been put to its proper use—the production of wealth. Rather it has been used to prevent the production of wealth; used as a bar to prevent some persons from exercising their rights to the land, still the owner obtains an increase; and the personal element does not enter into the transaction at all. The owner may be a blithering idiot, incapable of a single rational thought, but as long as his ownership of the land is recognized he obtains the increase all the same. And he has simply robbed the labor of the country of \$10,000, besides increasing the supply of laborers who must depend on others for a chance to work, thus lowering the rate of wages. This comes about by reason of the institution of private property in land. Unrestricted ownership of land returns greater profit to the speculator in land than to the one who employs capital in the actual production of wealth. What must one do with his \$10,000 when the institution of property in land no longer exists; when the profits of land speculation have been destroyed? He must put it into some channel where it will be active; he must use it so as to give employment to labor. He must put it into buildings, into machinery, into manufactory stock, into farm implements, into some form of actual wealth; he must use it as *real* capital. Not only must he do this, but every other capitalist must do likewise, and as capital can only increase by calling labor to its aid, we should have capitalist bidding against capitalist for the use of the workingman's commodity, instead of as now, workingmen bidding against each other for the chance to earn a living. The composition of capital would be changed from a dormant into an active factor of wealth. Instead of being tied up in lands and franchises, to act as a leech upon the produced wealth of the nation, drawing its quotas of interest and dividends to satisfy the demands of its constantly increasing magnitude of value, it would be turned into the channels of real wealth production, thus increasing the demand for labor and so increasing wages.

There can be no compromise between the institution of property in land and the rights of man.

The labor question cannot be settled, the iron law cannot be escaped, while it is allowed to exist. Herbert Spencer says, "Political Institutions," chapter XV: "Complete individualization of ownership is an accompaniment of industrial progress. From the beginning things identified as the product of man's labor are identified as his, and throughout the course of civilization, communal possession and joint household living have not excluded the recognition of a *peculium* obtained by individual effort. The individualization of ownership extended and made more definite by trading transactions under contract eventually affects the ownership of land. Bought and sold by measure, and for money, land is assimilated in this respect to the personal property produced by labor, and thus becomes in general apprehension confounded with it. But there is reason to suspect that while private possession of things produced by labor will grow even more definite and sacred than at present, the inhabited area which cannot be produced by labor will eventually be distinguished as something which may not be privately possessed."

As the struggle for natural resources is ever intensifying, and as the possession of land gives greater and greater power to the owner, while it enslaves the user, it follows that the present system of land ownership is sweeping us toward a ferocious and fratricidal war for the possession of the earth. This struggle will result in one of two conditions. Either a vast and all-powerful landed aristocracy will enslave the American masses, as the citizens of old Rome were enslaved, or the present system of land holding must give way. And when the land is freed the laborer is freed. His power to labor is raised from the rank of a mere commodity and becomes an instrument by which he may produce use-values for himself instead of commodities for others, if he chooses to do so. In a word, he is possessed of the same rights as the capitalist, and can meet him as a free man. I note that the criticism of Mr. W. H. Stuart in the *MARCH CONDUCTOR* is based upon the supposed continuance of the iron law. I am, of course, much pleased to learn that my objections to socialism are so "very crude" as to cause my socialist friends nothing but amusement, as in that case it will be an easy matter for them to satisfactorily answer the aforesaid objections, and when they have done so they may count me of their number. Social theories are nothing to me only in so far as their application conserves the rights of man. It is quite true that in the organic part of their doctrine the socialists

recognize the claims of mental labor, but they are unable to establish any standard for the reward of such labor other than that which follows as a result of their thoroughly erroneous theory of value,—and who is able to estimate the value of the labor of a poet, a Longfellow for instance, and state its equivalent in muscular labor?—and it remains true that, critically, their use of the term profit is the commonly accepted one and is used to make up the term surplus-value. Mr. Stuart will hardly deny that the orthodox definition of profit includes "wages of superintendence," and in a rather extended reading of socialist literature I have yet to meet with a criticism of the capitalist scheme of exploitation that gave the faintest inkling of an idea that the term profit was used in any other than its commonly accepted economic meaning. Indeed, the socialists reserve their choicest invectives for the "profit monger," quite regardless of the fact that profit, so far as it consists of the fruits of exploitation of labor, is but an inclusive expression of the terms rent and interest.

The Twentieth Century, the leading exponent of socialism in this country, says: "The interest taker and the rent taker are great robbers, but the profit taker is the greatest of all. He not only has to take enough for himself, but he is required to take for the other two as well." If that is not tautology, and "confusion worse confounded," I am unable to find a name for it. Further on, the enunciator of the above brilliant truth delivers himself as follows: "When business men realize that henceforth only those who hold a monopoly can make any money, they will be ready to drop competition and hail the Co-operative Commonwealth." It would seem to me that when men came to fully realize that the power of monopoly was crushing out the life of the nation they would rather be ready to kill monopoly and hail—FREEDOM. Mr. Stuart asks: "What is the proper 'wages of superintendence?'" I frankly answer that I don't know. "The socialist values that the same as other labor." But what right have the socialists to value it at all? Under conditions of freedom, under *free* competition and divested of all special privileges, deprived of all vested rights and all the aids of monopoly, the law of supply and demand will adjust the "wages of superintendence" in a proper ratio with the wages of other labor, and I have no fear but such ratio will be a just one. That is rather a new idea, that idea of an "unearned increment" arising from the exertion of the individual, and I have a suspicion that it is a "very crude" one. However, the application of the single tax idea to the earnings of the individual so as to enforce

equality of material condition, instead of applying it to land values so as to enforce equality of opportunity, is something new in economics. I must give Mr. Stuart credit for that exposition of the results of nationalism. Even Edward Bellamy could not have expressed it more clearly. And does Mr. Stuart really believe that under present conditions it is really superior ability that exacts "all above the margin of stupidity?" Does he really believe that the incomes of such men as Gould and Rockefeller are the result of superior ability? I am quite sure he believes nothing of the kind. In fact, he admits that these incomes are the earnings of monopoly, special privileges, vested rights, etc., and not the reward of individual exertion—the wages of monopoly, not the "wages of superintendence." And here is where the confusion in the reasoning of the nationalists appears. The unjust incomes of such men as Rockefeller are the result of factors outside the individual; and yet, to secure justice, the nationalists would lay hands on the individual and decree that his income shall be exactly equal to the income of every other individual, no matter what his powers or his ability may be. It is rather late in the age of the world for the revival of the communistic idea, and it would be interesting to know just how the individual is going to get any more than what belongs to him when he is dependent wholly on his individual exertion for its procurement. Men do not differ so greatly in powers as the vast fortunes of our day would seem to indicate. In the eyes of science Mr. Rockefeller varies but little from one of his employees. He is not a particular representative of the type, and varies from it much as one monkey varies from the type of monkeys by developing a longer tail or a better set of teeth than the average. Stripped of his advantage over his fellows, his special privileges, and Mr. Rockefeller would become what he is—a respectable Baptist deacon and a man among men, differing but slightly from the average of his type.

My critic says: "Eliminate rent and interest, and profits will absorb all over wages." "Eliminate interest and rent, and profits will still retain all over the cost of subsistence of the laborer." I have my doubts about those sentences being properly punctuated. I have a suspicion that, by the improper placing of the comma, the printer has made Mr. Stuart say something he didn't exactly intend to say. Standing as they do, the assertions exhibit in a striking manner the confusion of thought I have before alluded to, and illustrate the idiosyncracies of logic which blind adherence to an abstract theory will force a person into. Take the assertion in its first form:

"Eliminate rent and interest, and profits will absorb all over wages." Certainly. Why not? Pray tell us of what profits will consist when rent and interest are eliminated? If any persons can find anything in profits, after rent and interest are eliminated, that is not due to personal exertion, to labor, and which should not come under the head of wages, I shall be pleased to have them point it out. In a former article I said: "The orthodox economic definition of labor, and its resultant, wages, is not broad enough to cover all that the terms really imply, being used to indicate physical or bodily exertion and the reward for the same; and, while the socialists recognize this fact in a general way, they give it no prominence in their analysis of surplus value." Mr. Stuart's assertion illustrates just exactly what I meant by the above quoted language. When the socialists are asked to define labor they say they mean "all physical or mental exertion applied to the production of wealth," but when they reason upon their definition they do so in the narrow and contracted economic sense of the term "labor." In fact, they must do so in order to avoid an obvious denial of the truth of the iron law. In the light of our examination of this assertion of Mr. Stuart's, what becomes of that other assertion of his that "Mr. Borland is incorrect when he states that socialists include 'wages of superintendence' in surplus value?" Stated in its second form: "Eliminate interest and rent, and profits will still retain all over the cost of subsistence of the laborer," the assertion is simply silly. It is his payments of rent and interest to the capitalist for the privilege of being allowed to earn subsistence for himself and those dependent on him that impoverishes the laborer and forces him to be content with a bare subsistence. The payments are the result of conditions; they are exacted as an assumed equivalent for the privilege of using the land and capital necessary for the carrying on of the productive processes, which land and capital is the exclusive property of the employers of labor, and which property relation swells the profit of the capitalist by the whole amount of rent and interest, and places it out of proportion to the value of any personal service he may render to the productive process, and out of proportion to the reward of the laborers employed therein. The elimination of rent and interest implies the elimination of the conditions that produce them, implies a readjustment of the property relation. How shall the capitalist, when he is no longer in a position to exact rent and interest from the laborer, go about to make his profit, his mere "wages of superintendence," absorb the whole

of the product above the mere subsistence of the laborer? It would be interesting to know.

The exploitation of the laborer is immanent in the present property relation, but it is not, as socialists contend, necessarily immanent in the capitalist mode of production—that is to say, the production of commodities instead of use-values. And "land owners are mere hangers-on of the capitalists." Let us look at the statement in the light of the facts surrounding the three items before indicated. The total capitalization of the timber industry in the United States is not obtainable, at present, but the land value is the small item of \$6,318,685,200. The total income from rent charges on the basis of this value was \$421,245,680, while the total capital profit, including interest and "wages of superintendence," was but \$61,608,160, which will afford an indication of the proportion of capital value to land value in the composition of total value. The total capitalization of the coal mining interests is \$342,757,929, of which the land value capitalization amounts to \$226,685,046, or more than 67 per cent of the whole capitalization. The iron ore capitalization amounts to \$110,766,199, of which the land value comprises \$78,574,881, or more than 71 per cent of the total capitalization. These are pretty fair "hangers-on" that are permitted to run away with three-fourths of the swag, are they not? I have a suspicion that they receive superior treatment to the majority of "hangers-on." And the mines "are under the full control of the capitalists," are they? Then why have the capitalists "to reckon with the owners of those natural resources," their "hangers-on," for their use? However, I stated the facts, and the facts are of record, with regard to this point, in the *MARCH CONDUCTOR*, and they don't correspond with Mr. Stuart's assertion.

"Wages is governed exclusively by the supply of laborers seeking employment." Just so. Then, of course, the assertion that "the elimination of the private ownership of these mines and lumber industries would not in the least affect the wages of the laborers," is meant to imply that such a proceeding would not decrease the relative supply of laborers seeking employment. Now, I do not believe it is necessary to go into any specific argument to show the fallacy, the utter absurdity, of that assertion. I believe the exercise of just the least bit of common sense will enable the reader to detect its fallacy at a glance. It is a little bit singular that capitalists go to so much trouble and expense, bringing all the powers of government to their aid and entering into a great many shady transactions, to obtain ownership of these natural resources, if such ownership gives

them no power to control the supply of laborers seeking employment. Since power to control the supply of laborers seeking employment is the only thing that gives them power to control wages and exact surplus value from the labor of their workmen. In the last analysis, their investments in labor-power are the only ones from which it is possible for them to derive a profit, all other investments are merely preliminary thereto, all are merely to clear the way for the absolute control and exploitation of labor, and one may be quite sure that when capitalists are going to so much trouble to acquire control of the natural resources of a country they know what they are doing. The beet-sugar factory argument is based upon the same assumption. Of course, if it is admitted that free land would have no effect in decreasing the relative supply of laborers seeking employment for wages, it must be admitted that free land would not relieve the laborer from the pressure of the iron law. But can we admit that?

Are not all the facts of history against it? They certainly are. If we assume that workingmen are a lot of blooming idiots who know no better than to keep right on producing beets in exchange for a bare subsistence, no matter what the conditions surrounding them may be, we can easily get Mr. Stuart's result. But if we assume that workingmen are intelligent human beings who know how to attend to their own interests we cannot get any such a result. With free land all about them, workingmen might elect to produce use-values for themselves instead of commodities for others, and who could prevent them from doing so? They might regulate the market supply of labor, and so the rate of wages, to suit themselves instead of the capitalists. Why could they not? Workingmen in this country are not yet reduced to the condition of imbeciles, however they may be enslaved by the property conditions surrounding them. I must reserve consideration of Mr. Randolph's criticism, as this article is already too long.

OUR NEW YORK LETTER.

The month just closing does not seem to be an eventful one as we look back upon it, and yet it has been signalized by one event that is entitled to go down to history—the withdrawal from public affairs of the greatest statesman that England has ever produced. That so momentous a step could have been taken without the shadow of disturbance of European, or even of specially British politics, is the best warranty that could be produced of the stability of British institutions and of the permanent nature of Gladstone's own work. It is a familiar enough truism that a man's place is soon filled, but it is not often the case, as in this instance, that this is so because the man himself has so moulded his environment as to make his work carry itself on. But this is emphatically what Gladstone has accomplished in his wonderful career of that best sort of leadership which formulates and voices the genuine popular desire, as the latter grows and develops to one new point after another. All races of men have to confess to a deplorable share of that conservatism which is so closely akin to stupidity in absorbing new ideas, and while the English are, perhaps, really not much worse than our own people in this respect, they yet have enough of it to make the brilliant reformer, who is always a generation in advance of the slow march of popular thought, but slightly serveicable in helping along the progress to a higher civilization. But Gladstone was of a different type, and while he never went

backward (as most men do at some time or other) he yet never got so far away from popular sentiment as to lose popular sympathy. Perhaps the most significant proof of this has been the universal respect that he commanded, even though no man in England has been more violently attacked by the modern representatives of barbarism whose privileges he so steadily worked to break down.

For any man to take up such a mantle was to undergo a supreme test of comparison; and it must be admitted, even by those who have been most inclined to distrust Roseberry because of his aristocratic origin, that he has met that test with extraordinary success. To look at it without prejudice, it would seem as if a really radical peer should be peculiarly entitled to confidence, and all the more if his radicalism were not tainted with the eccentricity which should set him at personal warfare with the circle in which he had grown up; for nothing could better prove that his opinions were the result of intelligent conviction, and not a mere fad to be grown tired of and cast aside. Yet there can be no doubt that his selection as premier was dangerously near provoking a serious revolt, which was, after all, chiefly averted by a returning sense of the man's honesty and lack of pretentious cant. The result would go far to indicate that the pitiless warfare which Thackeray waged against shams of all kinds, was two generations later, bearing solid fruit in the way of cultivating an appreciation of

sincerity. Sometimes it seems as if we needed a Thackeray in this country to enter on a similar campaign; if only to purge our boastful but really crude and undeveloped press of the humbug which often appears to be the chief purpose of its being. A signal instance is its treatment of the Breckenridge-Pollard scandal. That the atmosphere of Washington is peculiarly favorable to affairs of this kind is perfectly well known to anyone at all familiar with the capital; yet, although the hardly concealed immoralities of our public men are easily condoned by Washington society and Washington correspondents as a rule, they turn to hound a single offender all the more eagerly that in his public relations he has been especially honorable, that he has not engaged in dirty intrigues for power and influence, nor in dishonorable speculations on the pestilent interference of government with the people's business, nor in the sordid scramble for spoils at the public crib that attracts so many others to Washington.

On her own evidence in this now celebrated case, the plaintiff is as singular an example of the innocent girl that she has been painted, as has often been presented to us. To willingly bear the relations of a mistress for ten years, without even the excuse that a mistress often has, that in daily companionship with a certain man she in a sense stands in the position of a wife, is surely more than an unsophisticated girl would do; and it is certainly a curiously dormant moral sense which does not awaken to a sense of shame until after the birth of three children, and when the man whom she undoubtedly had fascinated by her cleverness, and from all appearances, by the strong animal nature which kept her in the path she was following, had definitely broken loose from her control. Yet on no better excuse than that Breckenridge has added to the weakness morally which he has displayed in common with

so many others, the folly of carelessness as to the manner in which he committed himself, and we are being daily regaled with a vindictive coloring of the situation, in which is totally hidden all condemnation of other wrong-doers.

We have lately had a local scandal of another sort, in which the same spirit of hypocritical humbug and jackal-like eagerness to tear to pieces the fallen idol, has been most conspicuous. For years past Erastus Winam has been one of the most popular heroes of the reporters, and hundreds of his acquaintances in private life were only too anxious to court his favor, as his business associates were to profit by his methods. Yet all the time, everyone who had dealings with him knew that those methods were apt to be of a questionable kind. Too widely expanded, his speculations have failed, and the whole pack which followed him have turned to rend him. The firm of which the whole world believed him to be a partner, and which never denied that relationship while it was profitable to them, are seeking to prove him a criminal, and alike in the public press and among his personal friends, the charge was mouthed over as a dainty morsel. Should it really be proven that he embezzled or even forged when he found himself on the verge of ruin, a truer morality might have easily found more charity for him than it would accord to other offenses that do not come within the law; for the man who steals under the pressure of necessity is not really half so bad as the man who lies and cheats and takes unfair advantage of his fellows in ways that are not quite lying and cheating, when he is prospering and had no dread of disaster to drive him on. It is doubtful even whether he is as bad as the man who knowingly holds his fellows in comparative slavery through appropriation of privileges which should be for the common benefit of all, and manipulating of laws to make that appropriation more effective. But the world cries up the one and cries down the other, and the game goes merrily on of punishing the evil which fails, while shutting our eyes to the evil which is successful.

EDW. I. SHRIVER.

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DISCIPLINE WITHOUT PUNISHMENT.

BY GEO. R. BROWN, GENERAL SUPERINTENDENT OF THE FALL BROOK RAILWAY, IN LOCOMOTIVE ENGINEERING.

The usual penalty for a serious violation of rules on American railroads is a dismissal from the service. Minor infractions are usually punished by depriving the offender of employment for a fixed time, ten, thirty or sixty days—few roads have adopted the European plan of direct fines—in my estimation, as a rule, these forms of punishment are as unjust and inhuman as they are unnecessary.

It is a well understood principle in jurisprudence that a law without a penalty for its violation partakes more of the nature of advice than of a law.

The rules and regulations governing the running of trains on a railroad are laws, and should be so considered, and penalties for their violation are not wanting.

The responsible officer or officers of a railroad must act as judges, try every case, make every decision and punish every violator. It is not only their right, but their duty, to be strict in maintaining discipline. They have no right to excuse one offender and punish another, but must try every case on the calendar.

Penalties are imposed for two purposes: First, to uphold the law and prevent its further violation, and, second, to reform the violator.

Punishment inflicted indirectly benefits thousands who do not violate the law as well as the one who does.

It often occurs that the disgrace and injury occasioned by a strict enforcement of a sentence does more to ruin the guilty than anything else, and a wise provision has been made allowing

courts to use their judgment as to carrying out punishments, this is known as "suspending sentence." If the some-time offender does better, and is not guilty of the same or other offenses, the judge conveniently forgets the indictment hanging over him, but should be go on committing one misdemeanor after another, his "record" rises up to condemn him.

I believe in, and practice "suspending sentence" with railroad employes.

Officers of railroads differ from judges of the law in that they *make* the law and enforce it, while the judge administers the law as he finds it. If the people are dissatisfied with the laws they change them, but there is no appeal from the decision of the railway official, who performs the functions of judge, jury, executioner.

Railroad officers who hire, discipline and discharge employes cannot be too careful in exercising their authority, and no honest one can afford to decide on a single case without first "putting himself in the other man's place." In other words, treat him as he himself would consider just and honorable if the sentence was to be pronounced on him, and the decision should be made impassionately, impartially, and giving him the benefit of all doubts.

Accidents have happened on railroads since the starting of the "Puffing Billy" until to-day, and are likely to happen as long as railroads are operated.

Every wreck, every accident, every mistake, every loss has taught its lesson, and these are of no less value to the railroads and to railroad men than the successes. I practice making every mishap a lesson to every man on the road.

It often happens that an accident or a "close shave" for one is the best kind of a lesson to the man who could be blamed, and, if he is retained in the service, he is a more valuable man than he would otherwise be or who could be hired to take his place.

I am afraid that it would do me no good, and would do me harm, to lay me off for thirty days for any offense, and I am sure I would do no better when reinstated than if I had been allowed to continue in the service. I should feel as if I had been ill treated, as if my family had been deprived of the necessities and comforts that my earnings afforded them, and that they were the innocent victims of an injustice.

In order to make every accident and incident happening on the road a lesson to all the trainmen, I established ten or twelve years ago, what I call a Miscellaneous Bulletin Board.

On this we post up brief accounts of mishaps and other occurrences on the line, pointing out how such trouble could be avoided, etc. This board is closely scrutinized. We do not mention names, but, of course, the men know "who's who" in most cases. This board has done much to keep the men on their guard, prevented many accidents, and shows them how headquarters look at every case, instead of letting them discuss every accident around the roundhouse and ca-boose stoves and form their own conclusions—no two of which will be alike. * * * *

Good men who have made some little mistake, are less likely to do so again, than men who have not yet tried the responsibilities of running trains and engines, or men who are not familiar with our road or work. If the responsible officer takes

such an offender into his office, talks the matter over dispassionately and tells him that he is considered too good a man to be discharged for incompetency, that the accident has cost so much, which the company will stand "this time," but perhaps not the next, and tells him to "go and sin no more," this has a tendency to make better and more successful railroad men of the ones that are naturally adapted to railroad work—and the "next time" comes only too soon to the man out of his sphere.

There is nothing in this to disgrace him among his fellows, nothing to make him feel revengeful or maltreated; but everything to make him feel as though he was encouraged and helped, and that his final success depended solely upon himself. Can as much be said of the plan that disgraces a man among his fellows, that takes the comforts and, perhaps, the necessities from his home, that makes him a loafer for thirty or sixty days and puts him in the way of temptations that he would not find at his work, and that leaves him, in many cases in debt to the dealers who furnish him family supplies?

On many roads there is a great want of cordiality or confidence between the men and the officials immediately over them. In too many cases a suggestion from a trainman to an officer would be resented as an unwarranted interference. It seems to me this is not in the interest of the railroad company, however much it may enhance the dignity of the official—who is himself only "one of the hired hands," with a little more responsibility.

I have found suggestions from the men of vital importance in matters of detail, and every man in the service knows that the rule and motto at headquarters is, "Suggestions are Always in Order."

Train and enginemen see and know things about the road that an operative officer could never find out in his office. At their suggestion, we have frequently made minor changes in timetable, etc., and every change has been an improvement. The humblest man on a section may suggest something that will save the company hundreds of dollars, and, besides, this encourages men to think and become more interested in their work, and feel at liberty to modestly offer other suggestions.

When a suggestion is made that is considered impractical the reason that it is so is pointed out, and both the man and the manager have learned something. I am sure this rule makes and keeps up a friendly feeling between the men who plan the work and those who execute it.

Roads that can afford to let one department fight another, who can afford to have hundreds of employes disinterested and dissatisfied with their work, who can afford to have the officers "out" with the men, and the men glad to see any hoped-for improvement a failure, are few and far between.

The suggestions set forth in this article may not be practicable everywhere, but on a moderate sized road (Fall Brook has 257 miles all single track, with an average tonnage of about 6,000,000 yearly) where the superintendent knows all the men, or most of them, it has worked so well for years that I have an abiding faith that it will work anywhere, and in every case in the interest of better service.



Our readers who write to any of the firms advertising in these columns are requested to mention
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INTERNATIONAL FEDERATION.

One of the most important of the many labor convocations held during the past year, and one that should be of special interest to the railroad men of this country, was the Congress held in Zurich, Switzerland, during August. This Congress was international in its nature, being composed of representatives from the different railroad organizations in England, Austria, Switzerland, Italy, France and Holland, the call having emanated from the state last named. Many matters of importance to railway employes were thoughtfully considered and a step toward securing permanent benefit from the work was taken in the formation of an International Association. The delegates very wisely made this first step a tentative one, the body mentioned consisting only of a general or international secretary with a secretary from each of the countries represented, under him. It was made the duty of this general officer to receive all important communications, to consider all matters of general interest advanced, forward them to the national secretaries and through them to the different organizations and to the membership at large. It was thought that this would be a sufficient bond of union for the first year, but the delegates from France were chosen to draft a plan for permanent international federation which they will report to the second Congress, called to meet in Paris during next October.

Among the many questions considered by this gathering was that of Sunday rest. Formal declaration was also made in favor of the eight hour day and certain laws were passed which place the members of the different organizations, or syndicates, as they are called over there, in a position to assist each other morally and financially in times of difficulty.

G. Lhermite was delegated to visit this country and extend invitations to the various railroad or-

ganizations here to send representatives to the coming Congress. He spent a few weeks in the study of our systems, learning what he could of their plans of formation and the amount of benefit which has been derived from their operation. In speaking of the conditions in his home country Mr. Lhermite says the railroad men there, such as the engineers, firemen, switchmen, conductors, etc., are all banded together in one powerful federation. This federation is kept in the field of economics exclusively divorced from politics, and without affiliation with any of the other labor organizations. One of its important features is a society, the purpose of which is to assist its members when sick and to provide a pension for such as are obliged to retire, from old age. Some idea of the importance of the work thus accomplished may be gathered from the fact that this society now has 70,000 members and is backed by a capital of 10,000,000 francs.

Through this gentleman a very urgent invitation is extended to the organized railroad employes of the United States to send representatives to their Congress. While it is not probable that any direct benefit could accrue to us, except in an educational way, from becoming members of this proposed International Federation, it is likely that in a meeting of this kind, with its attendant interchange of ideas, information could be given and received that would be found of value in shaping future policies and legislative enactments. If it should be found impossible to send a representative to the Congress of 1894, arrangements should be made to have the American organizations represented in the future, should the meetings be continued as they probably will. The rapid transit of the present day, both on land and sea, has done much toward the unification of all peoples and their interests, and it would probably be a good idea for us to keep in as close touch as possible with our brethren of the Old World in a great many matters that may affect our future social and industrial relations.

THE RAILWAY CONDUCTOR.

SITUATION ON THE UNION PACIFIC.

The general facts surrounding the questions at issue between the receivers and the men in the employ of the Union Pacific have been abundantly amplified by the daily press and need no repetition here. Following closely after the action of the receivers of the Northern Pacific the receivers of the Union Pacific filed with Judge Dundy of the federal district court at Omaha, carefully prepared schedules fixing the pay of the men in the transportation department at a point materially below what they had received under the old schedules, which had been the result of an agreement between the representatives of the men and the company. Judge Dundy, on the ex-parte statement of the attorneys for the receivers, ordered the new schedules into effect and accompanied it with a restraining order, addressed to the men and others, which would compare quite favorably with that issued by Judge Jenkins in connection with the Northern Pacific. The employees, through their chairmen, representing the O. R. C., B. of L. E., B. of L. F., B. of R. T., S. M. A. A., O. R. T. and the Union Pacific Employees' Association, connected with the Knights of Labor, immediately filed petitions in the district courts of other states into which the Union Pacific reaches. Judges Hallett and Riner, of Colorado and Wyoming, sitting together, after hearing both sides, declined to enter in their districts the orders of Judge Dundy and issued counter orders restraining the receivers from altering the schedules, either in regard to the rules or rates of pay, until such a time as a conference could be had with the representatives of the men. Appeal was at once taken to the circuit court, where Judges Caldwell and Sanborn ratified the position taken by Judges Hallett and Riner and ordered the receivers to meet the *proper* representatives of the men in a conference to commence on March 15 and continue, day by day, until an agreement could be reached. If, on

March 27, there were any points of difference remaining unsettled between them, they were to be submitted to the court.

In accord with the provisions of this order the representatives of the organizations above named were summoned to Omaha at the time given, they being considered by the receivers as the *proper* representatives of their employees. There these representatives met with the receivers from day to day, and an earnest effort was made to settle the differences between them. The two questions about which there was the most difficulty in reaching an agreement were: the basis of computing overtime and the rates of pay in the mountain districts. The basis for computing overtime in the new schedule was found to be not unfair to the men, and, in order to reach an agreement, was accepted by them, though it was not so liberal as the old. The proposition of the receivers provides that the men on the mountain divisions shall receive the same rate per mile and the same overtime as those working on the level or the open country. That men should receive more pay for handling trains on the mountains than on the level, should require no argument. In the past this difference has been met by the payment of "constructive mileage." A long series of conferences were held, but the receivers positively refused to continue the old policy or pay a higher rate per mile, and on March 27, in accord with the provisions of the order, this question was referred back to the court for decision. Precedents are numerous for the payment of the higher rate, both by means of constructive mileage and, the higher rate per mile, for the more difficult work. It is difficult to believe that the courts will find it other than consistent to provide some means by which the extra hardships, hazards and hours of labor attendant upon mountain service may be adequately compensated.

PAYING THE PENALTY.

The following dispatch from Toledo, Ohio, to the Chicago papers, under date of March 25, will carry with it a bit of very interesting and instructive history to railroad men generally and especially to trainmen, who have all had a personal concern in the doings of the road in question:

General Manager Ashley states that a meeting of the directors of the Toledo, Ann Arbor and North Michigan Road will be held at New York Tuesday, at which the resignations of the road's officials, as

already announced, will be tendered, and also those of the complete board of directors. This is said to be the last chapter in the game of freeze-out that has been going on against the Ann Arbor ever since the big strike a year ago. It is stated here that the Lackawanna has full control of the bonds on which the road is sold out, and will manage the line after Tuesday next. The road was built up from an unimportant country stub line to the trunk line it now is of more than 200 miles in length. The embarrassment is said to leave the Ashleys in poor circumstances. At one time they controlled a good part of the Mich-

igan lumber woods, and had very extensive real estate holdings in this city. Ex-Governor Ashley is quite feeble, and will now make no attempts to regain his fortune.

Three years ago this property was in a flourishing condition and was apparently gaining ground with the passage of every year. It was then under the complete control of the Ashley family, the father being president, with one of his sons for general manager and another for attorney. Nothing seriously threatened their success until they determined upon making a slight reduction in the pay of their men. This reduction was contested, and as no settlement could be made by the parties directly in interest, the officers of the various organizations were finally called in. After extended negotiations, which resulted in nothing, the officers proposed that the entire question at issue be arbitrated and to this the management agreed. Three citizens of Toledo were chosen, prominent business and professional men, who gave both sides a careful hearing and decided in

favor of the employees. Instead of accepting this decision in good faith and attempting to carry its provisions into effect, the managers took advantage of every technicality and method of evasion at their command, until they succeeded in making the service so uncomfortable that nearly all of our members left their employ, one by one. This failure on their part to apply the findings of the board of arbitration in good faith culminated in a strike by the engineers and firemen, and the foregoing dispatch gives its sequel. Regardless of President Ashley's professed interest in his employees and his profit-sharing scheme, the bad faith exhibited by him in dealing with those employees, and presumably with others, resulted in the withdrawal of patronage from the road and the final overthrow of the family management; whereas, if he had acted in good faith and had attached his employees to him, he probably would have retained control of the property and would be prospering today.

A COMMITTEE'S REPORT.

The report of the Committee on the Judiciary in the House of Representatives of the present Congress, upon a resolution to amend the Constitution of the United States by abolishing the practice of appointing federal judges for life, is very interesting. They recommend the adoption of the resolution and in support of the position, say:

The framers of the Constitution gave life tenure to the judges of the courts of the United States with a view to secure their independence and impartiality, and thus in their opinion to secure to the people and the government an exact and unbiased, non-political judiciary. More than one hundred years of experience have shown that this purpose of the framers has not been fully realized. Some of the judges are active participants in politics, and sometimes seem to be biased in their judgments, whether from interest or prejudice we are unable to say. We are proud to state that a majority of them are excellent men of high character, and discharge their duties with great fidelity and ability, while on the other hand some have shown very little or no aptitude for judicial work, carelessness, bias or prejudice in some classes of cases tried by them. Some others seem to feel that they are so far removed from responsibility to anyone that they do things from which they would entirely abstain were they more responsible.

The standard for the selection of judges by the president has not always been as high and non-partisan as it should have been, but this is not attributable to the fact that the term is for life or for good behavior. It is, however, one of the evils which is visited upon the people because there is no end to the judge's term, and hence,

whether he be an ignorant, a prejudiced, or unnecessarily harsh judge he must be endured while he lives or until he is placed on the retired list and pensioned with his full salary the remainder of his life.

It is a matter of public notoriety that within a great many states of the Union federal judges have become very unpopular with the people. They are frequently suspected of having no sympathy with the latter, and of exhibiting partiality toward corporations and personal favorites. If possible such impressions should be completely eradicated from the public mind. The purity and perpetuity of our institutions are as much, if not more, dependent upon the judiciary than any other branch of our governments, state and federal. The course of our judges should be so high and impartial as to command the respect not only of the suitors but of all the people in every locality in which they hold their courts. Whether this disrespect and apprehension be well founded or not the dissatisfaction which prevails should be removed so far as practicable. An impartial and learned judge who administers the law as it is in a proper spirit of judgment and mercy never fails to win the confidence and esteem of the people among whom he presides.

We believe that the most effectual way to remove the dissatisfaction and restore confidence to the people in our judiciary is by changing the life tenure to that of a term of years.

We are fully impressed with the fact that the Constitution ought never to be changed except upon very weighty considerations, and to cure an absolute defect therein, but in this case we believe it is essential.

The Federal Judiciary, with their life tenure, as Jefferson predicted about the beginning of the present century, have proven to be a corps of

sappers and miners to undermine, distort, and practically destroy all the checks and balances of the Constitution and to convert our government into a centralism.

That the decisions made by Federal Judges in connection with railway affairs, were the ones which particularly influenced the opinion of the committee seems a reasonable conclusion, from the following:

By a series of decisions the Supreme Court has held that the power "to regulate commerce * * * among the several states" authorizes the building of railroads, even from the Atlantic to the Pacific, at the expense of the Federal Treasury. A clause which was intended by the framers merely to authorize Congress to secure the freedom of commerce by preventing the states from obstructing trade and commercial intercourse has thus been perverted, enlarged and held to authorize the complete centralization of all power over the entire commerce of the country and all the carriers engaged in its transportation from one state to another.

It follows from this construction that Congress can impose and have collected unlimited millions of dollars from the people and expend it in the building of railroads, regulating the width and kind of tracks, the kind of rails to be laid, the style and character of cars to be used in the transportation of interstate commerce, yea, power to prescribe the number of employes, their nationality, the kind of uniform they shall wear, the number of hours they shall labor per day, and exercise complete legislative power over every question connected with the transportation of interstate commerce.

In other words, the construction given is that all powers pertaining to persons and vehicles in anywise engaged in transporting interstate commerce is vested in Congress without conditions or limitations.

We believe that the railroad interests of the country should not be discriminated against by the courts, nor should the law be perverted or misapplied to favor them. They should in all cases receive even-handed justice from the courts.

The report goes at length into interesting and astonishing statistics and comparisons, showing the vastness of the railway interests in the United States. It shows that the railway mileage of the United States was, on June 30, 1892, 171,563 miles—nearly one-half the railway mileage of the entire earth; that in the year 1892 the railways of the United States carried 560,958,211 passengers—equal in number to 46 per cent of the population of the world; that if these passengers were to be carried at one trip, averaging 50 to a car, 11,219,164 cars would be necessary. These cars, averaging them at 50 feet in length, would make a train 118,991 miles long, or one which would encircle the globe nearly five times. In carrying these passengers there were performed 377,538,883 train miles. One train, in order to perform this mileage, would have to

make a trip from New York to San Francisco and return every ten minutes, day and night, for the entire year. Equally interesting comparisons are made, showing the immense number of men employed by the railways (aggregating 821,415), and the large amount of rolling stock used by them. Of these the most amazing is the showing that if all the freight cars in use on the railways of the United States were coupled in one train it would reach from Boston to San Francisco, back to Boston and as far as Chicago on the third lap.

In conclusion the report says:

The system of appointing judges to hold offices during good behavior, or for life, is of ancient origin, and was supposed to be necessary to make the judges independent of the king and his subjects.

The progress in arts, sciences and civilization has been so great during the last century as to supercede the old machines and old methods and to substitute the new and superior ones. Quite as wonderful progress has also been made in the science and methods of government, and it has been entirely in the direction of a higher development, recognition, and security of human rights. As the masses of people grow in intelligence, kingly, monarchical, and one-man power, by whatever name called, wanes and is discontinued, which is in accord with the laws of nations and of God.

Responsibility of governments to the governed is the fundamental principle to be observed and followed in all departments of government. Our Chief Executive's term is but for four years' duration, our senators six, our representatives two, and our judges are for life. Why should their terms of office be without limit? Are they so much more important factors in the solution of the problems of government than either of the others? And if they are, is it the best way to obtain their greatest assistance and most conservative and wise decisions? We think not. If it be necessary thus to free a man from coercion or intimidation it would seem equally unwise to attempt by a life tenure to give him free rein to temptation, passion, and prejudice.

Statistics given in the report show that out of forty-four states but four elect the judges of their courts of last resort, for life. Including these four, but five grant a term exceeding fifteen years, and again including the life terms, but ten grant a term exceeding ten years. Vermont accords them but two years.

Whether or not this proposed amendment will—if adopted—have the desired effect remains to be seen. We lay claim to being a progressive people living in a progressive age. Why would it not be well to make an effort to progress in our system of jurisprudence, and undertake to base constructions and decisions upon common sense, right and justice as applicable to our day, instead of delving in the dust of ages for precedents and going, in some cases, back to laws against which our forefathers rebelled for a decision which is expected to apply now with even more force than when rendered, regardless of the radically changed conditions.

AN ABUSE OF CONFIDENCE

A few months since, President Waite, of the Hocking Valley road, made an appeal for aid to the employes of that system, assuring them that the financial depression had so disturbed business that it would be impossible to continue operations unless a reduction could be made in their pay. This statement was accepted and the men, realizing the stringency of the times and the difficulties under which many large interests were laboring, and being generally disposed to assist the company until the coming of better times, quietly accepted a cut of 10 per cent in their wages. On March 20, last, the annual meeting of the company was held in Columbus, Ohio, and a report was read by President Waite which did not agree in all particulars with the plea of poverty he had made to his men but a short time before. In this report he found ample reason for congratulating the owners of the property upon the successful business done during the year, despite the terrible stringency that had menaced all their interests when the question of wages was under consideration. According to this same indisputable authority the gross earnings of the road had been \$3,280,362.05, expenses and operation \$1,808,735.50, leaving net earnings of \$1,471,626.55. After paying taxes, interest, and all other charges there was still a surplus left sufficient to provide a dividend of five per cent on all preferred stock and allow the expenditure of more than a quarter of a million of dollars upon permanent additions to the property. This last item included the purchase of 11,000 acres of coal

lands, through which the company hopes eventually to control the shipment of that necessity from its tributary country. Congratulatory mention was also made of the increase in equipment by the purchase of larger and better engines and cars and of equally important betterment to the road-way. The entire report was pervaded with a spirit of gratulation, which, while it could not but be grateful to the stockholders, could hardly bring much gratification to the men when they came to consider the part they had been made to play in making such returns possible. It would require the services of a better manipulator of facts than President Waite has yet proven himself to be to make a five per cent dividend and large outlay in the way of permanent improvements coincide with his plea of poverty when seeking to force from the men a portion of their hard earned wages. Such dissimulation can never be made profitable in the long run. The employes have been contributing from their earnings for months, in perfect faith, thinking it their duty to assist the company when in trouble, only to find they have been duped, have been made the victims of what was so nearly a confidence game that it can draw no moral support from the high official position of those behind it. This duplicity must at once and forever destroy that confidence and respect which must exist between employer and employe, if the best results of that relation are to be obtained, and if there is any such thing as justice in this world, President Waite will live to have his shrewd invention return to plague him.

GREED REWARDED.

Strikes and bloody riots have been so frequent during the past few years in the coal fields of the east that they now must be much more than ordinarily grave to attract more than passing attention from the rest of the world. The owners and operators of these mines have themselves only to thank for this condition of affairs and are entitled to no sympathy, even when most grievously suffering. It has been but a few years since the miners in their employ were steady, conservative and frugal workmen, a large per cent of them native or English speaking, each of whom had a personal interest in the peace and prosperity of his community. Trouble with them was the exception rather than the rule, but they were self respecting and would not submit to impositions nor oppression. For this reason their employers drove them out and filled their places

with ignorant and vicious foreigners whom they thought would be easy to drive. They have found, however, that there was loss rather than gain in the exchange. To these men from the slums of the old world freedom could mean no more than license, and the first sign of discord has been to them the signal for riots so fierce and blood thirsty as to defy the efforts of the ordinary peace officers and frequently call for the intervention of the state militia. Property and business have suffered at their hands until it seems as if their employers have received rather more than a complete reward for their un-American course in importing them. Before they are entirely free from the present conditions these coal barons may be brought to realize that it would have been cheaper in the end to continue the employment of American labor at American prices.

There is still another lesson to be drawn from this situation, and it is to be found in the contrasts between the methods employed by these foreigners and by American workingmen when seeking to secure a redress of grievances. The latter have been and are to-day exhausting every means in their power to secure a pacific settlement of such differences as may arise between them and their employers, preferring arbitration or appealing to the courts, and when driven to

the last extremity, keeping every demonstration of force rigidly within the bounds of law and justice. On the other hand the imported cheap laborer has hardly waited for an excuse to rebel and has apparently known no argument but the torch and gun. If there were no other reason this should be sufficient for preserving, in so far as is practicable, the American labor market for American labor, and should make impossible and criminal any such importations in the future.

The recent decision by Judge Grosscup in a case under the inter-state commerce law, wherein he held, in effect, that no man could be compelled to criminate himself, has been taken by most of the great dailies of the country to mean the thorough devitalizing of the commission and of the law under which it acts. We do not understand it in that way. The Judge simply stated the law as it has always been under our constitution, and in so doing left the Commission where it was before the point had been raised. The Commission still has all its original powers, the same avenues for securing proof of a violation of law are open to it and its decrees will carry the same weight they did before.

Railroad men in many portions of the country appear to be experiencing a decided change of heart in regard to seniority. The train men on the northern and southern divisions of the Gulf, Colorado & Santa Fe road recently petitioned the management to strike the "seniority clause" from their schedules. The words used by these gentlemen in closing their petition were doubly significant and worthy of consideration, being as follows: "Relying upon our past records and present performance of duty we are willing to take our chances, believing that merit and strict attention to duty will be fittingly rewarded." This request met with a ready response on the part of the management and the articles in the agreements between the trainmen and their employers, governing this subject, were promptly repealed.

The recent death of Kussuth closed a life that had much in it to inspire the true lover of his fellow man. A born republican he took up in early life the cause of his oppressed countrymen and waged a hopeless but none the less determined war for their relief from the Austrian yoke. Although his hopes were defeated and he was compelled to finish a long life in exile his struggles were not in vain. Through him Austria was compelled to give Hungary respectful

recognition, and her people were granted a suffrage that was but little short of general. Truly his country's debt to him was greater than ever could have been paid, and in that debt all liberty-loving people participated. He was one of the few landmarks whose towering forms measure the progress of mankind, and when the history of the Nineteenth century comes to be written by the philosophic historian, even the apparent failure of his cause will not dim the lustre of his actual achievement.

The Sacramento Record-Union is of the opinion that the work of running down and capturing train robbers and wreckers should be given into the hands of a force of constables, organized and paid by the state. Under this head it says:

"A force thus organized, in a few months would become a powerful detective machine. Its head would have as complete knowledge as it is possible to acquire of the whereabouts and doing of all the crooks in the land. He would be in communication constantly with every public and private detective bureau in the Union, and thus his force would be equipped as that of no sheriff or localized police can be. In fact, it is believed by the oldest and best detectives that the only way to put an effectual check upon highway robbery is to systematize the means of pursuit. It is all done now in a slipshod, disjointed, and frictional manner.

"The probability is that to maintain such a state constabulary would not cost the state to exceed \$20,000 a year, or not greatly more than the pursuit and capture in the case of three robberies now costs a single county. The \$20,000 would give salaries commanding the best ability, courageous, resolute, trained men. It would save to the tax payers five times the amount, since the present system is about the costliest that can be devised, and besides the burden of cost falls mainly upon counties least able to bear it, though the punishment and prevention of these great crimes is for the benefit and to the profit of the wealthier sections."

The Railway Age of March 2, last, contained the following official "correction":

A published report of a decision in the case of a suit against the P. C. & St. L. railway company

by a brakeman for damages, says that one of the conditions of membership in the Pennsylvania railroad company's relief department is that it bars the members from suing the company for damages in case of injury. Superintendent R. F. Smith of the relief department asks us to correct this statement by putting the matter in this way: "Employees becoming members agree in their applications that the acceptance of benefits from the relief fund shall operate as a release of all claims for damages against the company. There is nothing, however, in the agreement which makes it obligatory upon the member or requires him to accept benefits. No member is debarred from bringing suit against the company if he shall so elect. He has the same right in this respect as though he were not a member. An injured member may either accept the benefits of the fund or rely upon the issue of a suit. He cannot, however, do both."

In plain English, if he wishes to sue the company employing him for injuries received in its service he must first surrender insurance for which he has paid.

In the first case tried under the Co-Employee law in Indiana the presiding judge in his instructions to the jury said: "If you find from the evidence that injury to the plaintiff was caused solely by the negligence or incompetency of the conductor of the train and that the plaintiff was free from negligence contributory thereto, and that the injury happened to plaintiff while he was carrying out an instruction or command given by the conductor, then the court instructs you that you should find for the plaintiff, unless you find that the injury resulted from obedience to an order which would subject the employee to palpable danger. If you find that the injury complained of was caused solely by the incompetency of the conductor, and that the plaintiff was free from negligence contributory thereto, then you should also find for the plaintiff, unless you should further find that such incompetency was known to the plaintiff or by the exercise of reasonable care might have been discovered by him."

The jury found for the plaintiff and rendered verdict for damages in the sum of \$5,000. Plaintiff had lost an arm while employed on the Pennsylvania Railway System.

As the railway companies strongly opposed the passage of this law with one of the strougest lobbies at their command, and it passed the state legislature only after a bitter fight, this fact makes it reasonable to assume that this case will be appealed, and that it will not be settled until it has been passed upon by the highest court having jurisdiction. The outcome involves much and will be watched with interest.

The subject of Sunday rest for employes has been given thoughtful consideration by the progressive railroad managers of the country for some years past and, theoretically, they have been a unit in its support. In spite of this theory, however, the tendency with the larger companies has generally been toward an increase rather than a decrease of work on that day. Fortunately this illogical course has brought its own reaction, and the past few months have shown many signs of a speedy reformation. One of the leaders in the practical solution of this problem is the Erie, the management of which recently took a decided stand by issuing an order holding all common freight in the yards at the ends of divisions from 12 o'clock on Saturday night until the same hour of the night following. According to the provisions of this order only such crews were to be sent out during those hours as were necessary to handle the stock and fast and perishable freight. It also modified the passenger service, giving agents and operators much greater freedom on Sunday. It is estimated that this change affects fully 8,000 men, giving half of them a full day's rest and greatly lessening the burden upon the shoulders of the others. The men who handle the freight trains have every reason to be satisfied with the new order of things, as they not only have their Sunday rest, but their pay remains the same as it was before. They are paid by the trip and, while the common freight will be held for twenty-four hours, it will have to be moved eventually, making the same number of trains and the same returns for them as under the old regime. There can be but little question regarding the profit to be ultimately derived from such reforms as this; not only by the men, but by their employers as well. Men who are given abundant opportunity for rest and recuperation will more than return, in improved service, all that may have been lost to the company in giving it, to say nothing of the good will thus engendered. It is to be hoped that this good example may speedily lead all the great railroad corporations of the country into moving forward with the Erie in this line of efficiency, safety and economy of service.

The Indianapolis *News* has been able to win prosperity despite the financial disturbances of the past year. Its annual circulation statement shows a gain of 5,000 in the daily average of 1893 over 1892, a showing of which any similar publication might well be proud.

COMMENT.

In the initial number of the *American Federationist* Mr. John Swinton takes a hopeful view of the labor situation, and as he gives utterance to thoughts that are in the minds of many thinking persons, in the following language, it is worth quoting: "Labor's battle is already half won. For when once the masses of the people in this country, or any other, give evidence that they are conscious that their sufferings are due to wrongful conditions which they themselves have the power to change, and whenever they make a determined protest against the continued existence of these false industrial and social conditions, I say that here is an assurance that the most serious obstruction in the way of the advance has been surmounted. The first thing needed, and the hardest thing to bring about, is the moral excitation, the removal of the feeling of helplessness, the stirring up of the stagnant powers of human nature. All history, including our own American history, proves that this preliminary work must always be done before entering upon any great undertaking. Recall the agitation which preceded the Declaration of Independence, and that which preceded the election of Abraham Lincoln. I repeat that the manifestations among the masses, and the organization of labor, during the present generation, are most important incidents in the advance toward the conquest of those natural human rights which can be won, at least in this country, by agencies at once peaceable and irresistible." Yes, it is true, the battle of labor is half won. No person who reads history can fail to mistake the signs of the times, unless he is as blind as a bat at noonday; the forces that seem to be working against labor and pressing it deeper and deeper into the mire of oppression are really the forces that will burst its bonds and set it free. Labor is a giant in chains. But the giant is fast coming to realize that he has the power to cast off his chains and stand forth in all the grand and imposing strength of a glorious and free manhood. He is coming to realize his strength and how to use it, and the faint glimmer of light which precedes the rising of the sun of freedom for the giant may already be perceived.

* * *

Mrs. Lease spoke with prophetic vision when she uttered this: "Under the dark cloud of today there are portentous signs of a struggle that will convulse the world. Some radical social change is coming. The giant of labor in this country is aroused. The light of justice is in his eyes. Men will not starve in the sight of plenty.

Aristocracy may well start from its slumber as it dreams of the French Revolution. It is a struggle for justice, and those who long ignore it cannot survive." She paid her respects to the church and its well fed preachers, as follows: "You profess christianity and fail to practice it. You build monumental piles of stone and brick and dedicate them to God, and still you allow your children to starve. Your ministers are afraid to preach a doctrine antagonistic to plutocracy. You ask why your laboring men are leaving the church, and I answer, because the churches hold the hay too high for the sheep. Our social conditions have no part with the teachings of Christ. If you are afraid to attack the plutocrats then you need a new Christ, one who will hobnob with the rich and who will preach heaven for the rich and hell for the tramps." And who can dispute the truth of what she says? The church is the upholder and defender of some of the greatest iniquities of our day, and the minister who comes out boldly on the side of the oppressed, who dares to get beyond merely formal platitudes in his denunciation of the robbers of labor, at once loses caste, and, in all probability finds himself out of a job. The church cannot expect to draw the laboring men into its fold while it preaches to them nothing but resignation to their lot, and upholds, or silently consents to, the iniquitous proceedings by which they are deprived of their rights as children of God. Workingmen have wonderfully benefited by the general increase in intelligence the last half century, and the religious platitudes that did duty a generation ago, and were so satisfying to the average man, will not longer answer their purpose. The church must either give us a new deal or go down in the ruins of the social system it upholds. The church that holds fast to a minister who says, as did Rev. Joseph Cook of Boston, "I would secretly appoint a day in each district to hunt down the tramps" is not one for working men to cotton to; they want a different sort of a religion than that.

B.

One of the excellent features in the administration of Monon Division No. 89 is its funeral benefit of \$90. Secretary Dodson makes it a point to pay this benefit as soon as possible after the death, as that is the time when assistance is most needed and most appreciated. The division recently received a touching letter from the widow of Brother Smith, giving the best possible evidence of the value of this timely aid to afflicted families.

BORROWED OPINION.

We would direct attention to the article on another page from the pen of Mr. Geo. R. Brown, general superintendent of the Fall Brook Railroad.

Mr. Brown is one of a class of managers well nigh extinct—that class who only controlled moderate sized roads, and were personally familiar with every detail and every man—the great systems have done away, in a great measure, with such services, much to their detriment.

Mr. Brown proposes a plan, or rather explains a practice of his in the disciplining of men that deserves more than passing notice from the men in similar positions on other roads.

Has he not offered something better than the general run of treatment—lay off, blacklist, etc?

If this was a mere suggestion from a young and inventive officer it might be passed over lightly; but it is not, it is backed by a dozen of years of successful operation—and no railroad man can inspect the Fall Brook road and not notice the excellent service and good discipline. * * *

Every man in the service knows that he will get fair treatment, that he will be reasoned with and given a show to explain his case, and to do better, and that no one but himself and "G. R. B." will know what was said or done. Every one of them knows that he is expected to be thoughtful and careful, and to try and render the best service; but that he is not expected to be infallible nor to never make a mistake.

The spirit of fairness, and frankness, and cordiality, and co-operation is in the air, and it's a poor man who don't want to do his whole share toward making a success of his daily work under such conditions.

Isn't there a lot of railroad officials in this country who would secure better service for their companies if they would introduce some of the Fall Brook methods? Is a good "disciplinarian" necessarily a butcher or an executioner?—*Locomotive Engineering*.

It is always a wise policy to avoid strikes when such a thing is possible without sacrificing some vital principal of unionism. At this time, when the country is just about to enter upon a period of comparative prosperity, it is especially necessary to exercise cool judgment, so that no complications are needlessly brought about which may hinder business and bring upon labor organizations censure which is not always justly placed by the public. There are many unscrupulous employers who would like to place the unions in the light of obstructing the return of good times, but this can not be done unless the unions walk deliberately into the traps set for them.—*New Era*.

The utilization of the power previously running to waste at the falls of the Niagara marks a new era in the industrial application of electrical en-

ergy. By recent contracts the power of the falls is to be utilized not only for the operation of manufacturing plants in the immediate vicinity, but for motive purposes on the Erie canal, and as a source from which may be supplied power, light and possibly heat at far distant points. The city of Buffalo, being the most important point in the vicinity of the base of supplies, will undoubtedly profit most by the completion of this magnificent undertaking, in the cheapness with which power may be supplied for almost every kind of industrial purpose; but the influence will not be limited by the boundaries of any one city or state. The chief electrician of the enterprise is reported to have said that if necessary the power generated by the falls could be transmitted in the form of electrical energy to Liverpool, and though there is no probability or necessity for so widespread a distribution, there is practically no limit to the extent to which this power may be utilized.—*Railway Age*.

Though the times are hopeful for labor, and laboring men are studying their interests more closely today than ever before, the fact of this should not deter the laboring man from working with all his might for further progress in this direction. The fact of the times being more hopeful, and that men realize more fully than ever before that labor has been unjustly dealt with, will not bring about results any more than a farmer can secure a good crop from his soil during a favorable season following an unfavorable one, without sowing the seed and tilling the soil. Agitation and hard work are as necessary during favorable as other times, and all men who are dependent on labor for subsistence should remember the adage, to "strike while the iron is hot." The eyes of the world are upon labor organizations today as never before, and it behooves them to so affiliate with one another as to be able by their combined efforts to make their power for good felt in every community.—*Railway Carmen's Journal*.

The importance to which the system of electric traction has attained in so short a time can be best comprehended by an examination of some such publication as the *Street Railway Journal*. Where in former years were seen varieties of harness and of horse saving devices, with much space devoted to the selling price of horse flesh, we now see not even an indication that such a thing as a horse ever pulled a street car and in the place formerly devoted to such subjects can now be seen advertisements and descriptions of the latest and most improved form of fenders, conduits, electric car heaters, trolleys, motors, steam engines, and other modern devices.—*Railroad Employee*.



CLEVELAND, O., March 27, 1894.

Editor Railway Conductor:

In my last letter I promised to report whether we enjoyed ourselves "as poor folks should" at our Poverty Party, March 15. Could you have taken a peep at the assemblage gathered to "Celebrate our secon annerversary," you would have seen nothing inconsistent with poverty stricken people except perhaps the bright and many colored patches placed over worn and torn garments which lent a doubtful brilliancy to the ever moving throng. Intimate acquaintances were scarcely recognizable to each other, and many were the hearty laughs as mutual recognition took place. "A good fiddler" was there "to fiddle for the poor folks to danse," according to promise on the invitations, and a short program had been prepared, but on account of so much jollity and no seats only a portion of it was rendered. A recitation was given by Miss May Forbes which was very good indeed and well received, and one of the sisters of Bethlehem Div. No. 1, L. A. to O. R. C., sang two solos. In behalf of this sister it was announced that she would sing the "enkore" first, fearing she would not receive one should she sing the other "piece" first. This was done, and for the "enkore" she sang "Bother the Men." This being so well received she then sang the other selection, "Love's old Sweet Song," demonstrating her fears to have been well taken, as no "enkore" was given to this, and she retired conscious of having "the best" of the audience. But the crowning event of the evening was the gift to Bethlehem Div. No. 1 from Cleveland Div. No. 14, of some fresh meat (which they, of course, supposed we must be in need of) in the shape of a live—but, perhaps, if a portion of the presentation speech, which was ably delivered by Brother J. F. Lahiff, and who was most grotesquely rigged out in patches of all colors, is here introduced, you will enjoy it better than for me to tell you what it was. Am sorry I cannot give you the speech verbatim. Bro. Lahiff was obliged, a few months since, to receive publicly, in behalf of Div. No. 14, O. R.

C., an altar cloth, which was a complete surprise to him and all the Brothers as well, and he wanted revenge and took it in this manner:

Mrs. President and Sisters of the L. A.:

It is with pleasure that we have the opportunity of meeting with you this evening on the occasion of the second anniversary of your organization. We had the pleasure of meeting with you on your first anniversary, and may the memory of that meeting never be obliterated from our minds. God bless the ladies! You of Bethlehem Div. No. 1 have done much to bring the conductors more closely together in your social and charitable ways. [Applause] I am proud to say I am a conductor, and that my wife belongs to your organization. [Applause] About two months ago we had the pleasure of meeting with the most of you in one of Cleveland's most beautiful halls, and / was the mark! But, ladies, I forgive you, and will now try to more fittingly express the gratitude of Div. No. 14. Sisters of Bethlehem Division, allow me to again thank you for that beautiful altar cloth which the members of Div. No. 14 so highly appreciate, and to show their gratitude for that beautiful gift they wish to do something in return, so a committee was appointed to investigate what was most needed in your Division room, and after a most thorough investigation they reported you were deficient in your paraphernalia and could not carry out your new floor work without it. And now, Mrs. President, in behalf of Div. No. 14, O. R. C., I present you with this beautiful *Billy Goat*, and now, ladies, I feel as though I had got even with you."

The president had been previously induced by stratagem to occupy a seat on the rostrum beside the speaker and the goat was not in sight until the proper time, and when he handed her the leading string attached to Mr. Goat, who was adorned with a blue blanket inscribed with white letters, on one side L. A. to O. R. C., and on the other Bethlehem Div. No. 1. The shout that went up completely drowned the acceptance speech

which, without doubt, would have been worth reproducing here, could we have heard it.

And now duty compels me to record the most embarrassing part of this most interesting event. We find that we have no goat at all: only a blanket for one. Sister Pennell very injudiciously handed the goat over to the small boys having it in charge, (which she now deeply regrets) and it transpires that that goat was hired for 50 cents in order that Bro. Lahiff might get even with us, but the Brothers of Div. No. 14 may expect to have their lives made miserable until we possess a live goat in reality.

The collecting of fines conducted by Sister McCutchin afforded much amusement, but small remuneration, as few were liable to heavy fines. Sister Forbes tested false teeth with a pair of huge iron pinchers with good results, securing fines which would doubtless otherwise have been evaded. Sister Blake sold plum pudding, mysteriously compounded, for five cents a slice, and Sister Mullin and Miss Wood told fortunes for a nickle. Coffee and fried cakes were served at an early hour, everybody going home at 12 o'clock well pleased with the evening's enjoyment.

The finance committee, Sister Forbes, chairman, report \$3.80 clear profit, which to *poor* folks is a great deal, but we never expect to get rich giving Poverty Parties. All, however, pronounce Sister Forbes a success as chairman.

Yours in T. F.,

MRS. C. P. HODGES.

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CEDAR RAPIDS, IOWA, Feb. 16, 1894,
Columbia Div. No. 37 L. A. to O. R. C.:

As our blessed Creator has given us health and strength to assemble in this hall, let us take upon us, each and all, the yoke of sisterly love, and start out on the new year hand in hand to work together for the upbuilding of our Auxilia y, and the cause to which it belongs. We need not review the past eleven months to convince ourselves of the pleasures this organization has afforded us. As we look into one another's faces, we read there a welcome smile, and often times a tender word that touches our hearts, and calls forth a higher ambition to increase our interests and further extend sociability. Our Grand President has said in one of her kind letters that the destructive force of individual greed and selfishness is at work in every organization. Dear Sisters, let us cast it from our hearts, if there be any such a feeling among us, and place therein a fountain of charity and true friendship and raise ourselves to a higher standard of nobility.

Perhaps we may say to ourselves when Division day comes, well, I can't go to-day, I have such

and such a thing to do. Let us strive to make these meetings a specialty, and when we come let us bring with us a heart full of love and interest for the work and the cause.

Let us make the sick and sorrow-stricken in our Order one of our chief interests, let us minister to them in every way in our power. We cannot tell when sickness and sorrow may enter our homes. Come as it will, what a consolation it is to know that we have a helping hand on every side, and a band of true and devoted Sisters, ever ready and mindful of their duties to one another. If a Sister or one of her family be confined to their home by sickness, let us send flowers or a delicacy of some kind, as a token of love for her. Let us live for something, let us do good and leave behind us a monument of virtue that the storms of time can never destroy. Let us write our names with kindness, love and virtue on the hearts of those with whom we come in contact, and we will never be forgotten.

Let us tender to our President due respect for the efficient manner in which she has discharged her duties to this organization. On her proper judgment and official management for the year of '94 rests the welfare of our Order. Praise is due, not only to our President, but to the Sisters in general, who are to be congratulated upon the success of our Auxiliary and the popular reputation it has achieved.

And now, as we are about to close our meeting, let us go to our homes with kindly feelings toward one another; prepare ourselves to make our next meeting one of unusual interest, and taking for our motto, charity and true friendship, let us endeavor to keep it sacred, even to the end of life.

Yours in T. F.,

MRS. W. H. BUTTRE.

[This essay, full of good advice, was prepared for the Division and not for the CONDUCTOR. It is given to us by request of members and we gladly give it space regretting that we did not get it sooner.—Ed.]

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TOLEDO, Ohio, March 12, 1894.

Editor Railway Conductor:

No doubt all are patiently waiting to learn the name and number of the Division receiving the "Dustan medal." After careful consideration of all the reports submitted it was found that Bluff City Division No. 29, of Memphis, Tennessee, was the fortunate one, Cheyenne Division No. 31 being second in the contest. Many good reports were made, but one of the principal standards being promptness in making these reports, it became necessary to draw the line. The matter of deciding who was victorious in this contest, has been

no easy one I can assure the Sisters, but we have tried to be just. Let every Division enter into this contest for the coming year, and keep a strict account of all its work. When the time comes each Division will be furnished a form for making the reports. I am sure that whoever gets the "medal" next year will meet more earnest rivalry than has as yet been manifest. The forty-nine Divisions we now have, and those promised us in the near future, will make the contest interesting to say the least.

Mrs. J. H. Moore, G. P.

BUFFALO, N. Y., March 3, 1894.

Editor Railway Conductor:

It is with pleasure that I write you from Columbian Div. No. 40, L. A. to O. R. C. Although one of the youngest Divisions in the Order we are making an effort not to be among the smallest, and surely in such a large field as Buffalo, with its two or three hundred O. R. C. men, our efforts ought to be crowned with success. If all the O. R. C. men who are married were as anxious for our success as Brother M. O. Briggs our Division books would soon tally. Division 40 is greatly indebted to Bro. Briggs for his earnest and zealous work in our behalf. At our election held Dec. 7, the following officers were chosen: President, Mrs. Austin Keating; Vice President, Mrs. M. Clark; Secretary and Treasurer, Mrs. M. O. Briggs; Senior Sister, Mrs. Agnes Thompson; Junior Sister, Mrs. Flora Tousey; Guard, Mrs. Mary Beck; Chairman of Executive Committee, Mrs. W. A. Kelleher.

We gave our first social at Columbian hall Jan. 19th, and it proved a great success both socially and financially, so much so that at our last meeting committees were appointed for the second one. Since organization last April two of our charter members have been called upon to mourn the loss of their husbands, Sisters Thompson and Tousey, and we all felt the blessing of our Order at that time as it gave us the opportunity of showing our "True Friendship" and sincere sympathy for those afflicted ones. When their letters of gratitude were read in our Division we felt that the tie that binds us was indeed a blessing to us all. May God bless and prosper our beloved Order wherever it exists.

Yours in T. F.,

Mrs. A. HUFF.

CHEYENNE, Wyo., Feb. 28, 1894.

Editor Railway Conductor:

Cheyenne Division No. 31, L. A. to O. R. C., was very much delighted a few days ago to receive a letter from our G. P., Sister Moore, stat-

ing that our division is "one of three" in contest for the Dustan medal. However, we cannot hope to be the "one," as our range for charitable work is limited.

The prevailing "hard times" are felt by us all, but not to the same extent as in the east and south, as but few railroad men have been thrown entirely out of work, and they not men with families.

We were organized March 13, 1893, by Department G. P. Sister Foote, assisted by sisters from Denver, with eighteen members, and have three new members since.

At our annual election the following officers were elected, some of them for the second term: Sister R. G. Shingle, President; Sister C. G. Wolcott, Vice-President; Sister E. B. Bond, Secretary and Treasurer; Sister J. B. Howland, Senior Sister; Sister A. J. Schilling, Junior Sister; Sister W. E. Storey, Guard; Sister E. D. Woodmansee, Chairman of Executive Committee; and Sister E. B. Bond, Corresponding Secretary.

We have given several entertainments, all of which have been successful socially as well as financially. We feel that our organization is uniting the interests of the O. R. C. men, and that many pleasant acquaintances have been formed by its means, as introductions to each other and to our Sisters' husbands were quite the rule at our first meetings and socials. We have also secured as valued friends and acquaintances the members of our neighbor—Denver Division No. 23.

We meet the second and fourth Wednesdays of each month at K. P. Hall, at 2:30 p. m., and should any of our sisters be journeying this way, they will find that "the latch string is always out," and be assured of a hearty welcome within.

Yours in T. F.

Mrs. E. B. B

GRAND RAPIDS, Mich., March 12, 1894.

Editor Railway Conductor:

Rapid Transit Division No. 45, L. A. to O. R. C., was instituted February 6, by the Grand President, Mrs. Jas. H. Moore, assisted by Mrs. Jas. McMillan, Mrs. J. Powers, Mrs. E. W. Purrett, of Toledo, and Mrs. T. B. Watson, of Cedar Rapids, Iowa, all of whom we found to be delightful ladies and well able to fill the positions in which they were placed.

The following officers were elected for the coming year: President, Mrs. C. G. Smith; Vice President, Mrs. S. H. Wallize; Secretary and Treasurer, Mrs. W. G. Crabbe; Senior Sister, Mrs. H. Brink; Junior Sister, Mrs. C. Westover; Guard, Mrs. D. Matthews.

The day was spent in initiating and instructing us. A happy incident of the day was the presentation of a handsome set of orange spoons to Mrs. Moore by Mrs. Powers, on behalf of Mrs. Watson. They were accepted by that lady in her own graceful manner.

In the evening a reception and public installation of officers was held, which was well attended by members of Division 102, O. R. C., and their friends. The music furnished was very enjoyable and some who were unable to withstand the bewitching strains, "tripped the light fantastic" until time came for the serving of the refreshments, which was done by the ladies of the Division.

Now I should like to ask the Auxiliary sisters what their purpose is, as all such organizations, and especially the O. R. C., are for the betterment and progress of their members. Is the Auxiliary for the same purpose? Being an O. R. C. man's wife, I feel interested and read the CONDUCTOR with pleasure, and by the way, why is it we never see a line from Oatley Division 102? One thing I have always noticed among them, and would like to mention, is their consideration and brotherly love for one another. Sisters, would we not do well to follow their example? At the present time all is smooth sailing with us and may it be so all through our voyage, and may we not be wrecked, as predicted by some, on the turbulent sea of life.

"Then come the wild weather, come sleet or come snow,

We'll stand by each other however it blow,
Joy, pleasure or sickness or sorrow or pain,
Shall be to our love as links to a chain."

May God watch over and protect all railroad men in their perilous positions, and may his love guide and direct us in our Auxiliary.

Yours in T. F.,

MRS. W. W. LONG.

PUEBLO, Colo., March 19, 1894.

Editor Railway Conductor:

It has been some time since you have had any news from Arkansas Valley Auxiliary No. 41, but we are still alive. We have had some little amusement this winter in the way of socials and have made some money.

In January the conductors of Arkansas Valley Division No. 36 installed their officers at an open meeting, to which their friends and also the Auxiliary were invited. After the installation the ladies were invited to an elegant repast, served exclusively by the conductors, after which the conductors and their gentlemen friends were

refreshed. Dancing was the amusement of the evening, and everybody pronounced the party a social success.

The new officers of our Auxiliary are: President, Mrs. R. J. Corey; Vice President, Mrs. Inda Ward; Secretary and Treasurer, Mrs. Belle Slack; Senior Sister, Mrs. J. F. Covars; Junior Sister, Mrs. B. J. Marlow; Guard, Mrs. C. E. Duey; Chairman Executive Committee, Mrs. W. B. Sturgeon.

Our membership has increased very little this winter, owing, we think, to the dull times. Our meetings are very interesting. We have some "kickers," but I think they are a blessing rather than a detriment, as they keep us alive. A good K. P. brother says: "Blessed be the 'kicker,' he ripples the monotonous current of our existence and we experience some sensation; he has opinions and expresses them."

Our Auxiliary meets in Riverside Block every second and fourth Thursdays in each month at 2:30 p. m. All visiting Sisters welcome.

Yours in T. F.,

MRS. INDA WARD.

ST. JOSEPH, Mo., March 2, 1894.

Editor Railway Conductor:

Not seeing anything in THE CONDUCTOR from our Corresponding Secretary, and fearing that we might be forgotten by our distant Sisters, I will take it upon myself to send them the message that we are still in the land of the living. For the succeeding year we will work under the direction of the following officers: President, Mrs. E. N. Foote; Vice-President, Mrs. B. F. Throop; Secretary and Treasurer, Mrs. J. W. Horan; Senior Sister, Mrs. Paul Vermillion; Junior Sister, Mrs. C. F. Smith; Guard, Mrs. John George; Chairman of Executive Committee, Mrs. J. H. Zimmerman; Correspondent, Mrs. T. G. Harris. These ladies were duly installed on January 3, last, and under them we have every hope for the success of our Division during the coming year. We have already secured one new member and have excellent prospects for several more. The attendance has been good at all our meetings, the best of feeling prevails and we are in condition to overcome much greater obstacles than we have encountered in the past. There has been but little for us to do in the way of charity here but we responded gladly to a call from the Home in Chicago. I have the promise of Assistant General Manager W. T. Allen, of the C., R. I. & P., at Chicago, that he will visit the Home at his earliest convenience, and he will do it, for he is interested in everything that makes for the good of the railroad men.

Several of our Sisters have had the misfortune to be surprised, recently, while in the performance of their household duties. Among that number was Past President Sister Sims, whose home was invaded by a number of the ladies bearing well filled dinner baskets. Just before dinner was announced our involuntary hostess was presented with a very pretty syrup pitcher, to which she responded by saying it was her first surprise but she hoped it would not be the last. We are also having afternoon teas, like our Sisters in St. Louis, the first being given at the home of Sister Carey. There were twenty-three in attendance and all had a pleasant time, besides adding quite a sum of money to our treasury. This attempt was so successful that we are going to have them once a month hereafter and will fine all who are absent, but I fear this will not add much to our wealth, as all had too good a time before to stay away from the next.

While en-route to Council Bluffs a few days since I met Sister Greer, of Denver, and from her heard of all the Sisters whom I met in their hall. Doubtless many of the Sisters will remember Sister Bressnahan, who was their delegate to the convention. According to the report these Denver Sisters have been having an exceedingly fine winter. When it comes my turn to entertain I believe I will invite the Brothers, as I am confident they would enjoy our songs and speeches. Brother Carey was the only gentleman at the last gathering and I felt sorry for him, as all the ladies wanted to talk to him and he was afraid of giving offense if he talked to one more than another.

I am corresponding with a number of Divisions wishing Auxiliaries, so we are progressing, and, Brothers, don't you fear our failing, as when we start we are bound to go ahead. With best wishes for all, I am

Yours Truly in P. F.,

MRS. E. N. F.

CUMBERLAND, Md., March 13, 1894.

Editor Railway Conductor:

It is with pleasure that I announce the institution of Maryland Division No. 46, Ladies Auxiliary to the Order of Railway Conductors. We met for that purpose in I. O. O. F. Hall, this city, on January 18, last, and were formally started on the good work by Mrs. B. F. Wiltse, of Philadelphia. The following officers have been selected to serve us during the coming year: President, Mrs. J. W. Kuee; Vice President, Mrs. L. P. Adams; Secretary and Treasurer, Mrs. J. W. Walsh; Senior Sister, Mrs. L. Law; Junior Sister, Mrs. A. C. Schmutz; Guard, Mrs. T. Domer; Chairman Executive Committee, Mrs.

C. E. Walsh; Correspondent, Mrs. W. W. Dunlap. We commence with seventeen charter members, all good workers, and expect soon to be able to add to that number. With greetings to all new Sisters and Brothers, and hopes for the continued prosperity of all, I remain,

Yours in T. F.,

MRS. W. W. DUNLAP.

PHILADELPHIA, Pa., March 12, 1894

Editor Railway Conductor:

At the first regular meeting in December, Erickson Division No. 5, L. A. to O. R. C., elected the following officers: President, Mrs. H. C. Rohrer; Vice President, Mrs. G. W. Brown; Secretary and Treasurer, Mrs. C. L. Springer; Senior Sister, Mrs. W. J. Maxwell; Junior Sister, Mrs. J. Reilly; Guard, Mrs. S. R. Stockton; Chairman of Executive Committee, Mrs. S. Horner; Correspondent, Mrs. H. C. Rohrer. The installation was held two weeks later, and was a fitting start for the new year. Having taken in two new members during January, the Division feels greatly encouraged, especially as we have several more in sight. On January 16 the Division visited our retiring President, Mrs. B. F. Wiltse, in a body and spent the evening. Before leaving we presented her with a handsome fruit stand, as a token of our appreciation of her services in the past. It proved to be a very pleasant evening for us all. Hoping that we may all have a prosperous year, I remain,

Yours in T. F.,

MRS. H. C. R.

EAGLE GROVE, IOWA, March 16, 1894.

Editor Railway Conductor:

Prosperity Division No. 49, Ladies' Auxiliary to the O. R. C., was organized in the I. O. O. F. Hall, February 28th, 1894, by Grand President Mrs. J. H. Moore, of Toledo, Ohio. The following officers were installed: President, Mrs. J. M. Harlan; Vice-President, Mrs. W. R. Hammond; Secretary and Treasurer, Mrs. G. W. Burns; Senior Sister, Mrs. W. M. Boylson; Junior Sister, Mrs. H. M. Belt; Guard, Mrs. W. F. Dobsin; Chairman of Executive Committee, Mrs. Geo. Bonner; Corresponding Secretary, Mrs. C. F. Bachelder. Mrs. Moore was assisted in instituting the Division by the following ladies from abroad: Mrs. Barber, Mrs. Ross and Mrs. Francis, of Columbia Division No. 37, Cedar Rapids, Iowa, and Mrs. Johnson Mrs. Elerke, Mrs. Milby, Mrs. Hoover, Mrs. McNalin, Mrs. Sullivan and Mrs. Wilcoxon, of Excelsior Division No. 19, Des Moines, Iowa, and Mrs. Simmons, of Enterprise Division No. 4, Ottumwa, Iowa.

We were greatly pleased to entertain our Grand President, Mrs. Moore, and so many Sisters of different Divisions. Their presence seemed to give us great encouragement in taking up the new work. We have twenty-five charter members, all of whom seem very much interested and ready to assist in whatever they are called upon to do. I am sure we have as good and as well qualified officers as could have been selected, and all are stationed in the proper places, willing to work in harmony for the general good. May we ever continue in peace and happiness and be ever ready to lend a helping hand with sisterly love, is my earnest prayer. In the evening, after the organization had been completed a reception was given in the cozy residence of Sister Hammond, to which the O. R. C. members and a few of their special friends were invited. Mr. Hammond, in behalf of the ladies, made an address of welcome to the assembled guests, which made all feel at home. During the evening Grand President Mrs. Moore made an able address that pleased the hearers very much, and will ever be remembered by Prosperity Division and many others. Her remarks were made in behalf of the Auxiliary to the O. R. C. During the evening the O. R. C. members presented our Division with their Grand Chief Conductor's photograph and a handsome frame for our charter. They also made a generous and most acceptable donation to the treasury of the newly organized Division. We shall always remember the O. R. C. boys for the interest and kindness they have shown us, and may God's blessings rest upon them and may they ever be protected and led by His guiding hand.

Yours in T. F.,

MRS. C. F. BACHELDER.

ST. LOUIS, March 29, 1894.

Editor Railway Conductor:

We, of St. Louis Division No. 11 L. A. to O. R. C., have held our regular meetings through the past two months with nothing of special importance to report. We have gained one new member, Sister Eccles, who was initiated in January, but have lost Sister Robinson, they having removed to Mt. Vernon, Ind. We hope they may be happy in their new home, and wish them success. It was with sincere regret that we were compelled to accept the resignation of our secretary and treasurer, Sister Logan, but ill health forbade her attending to the duties of the office. Sister Lewis was unanimously elected to the vacancy, Sister Cory taking Sister Lewis' place on the executive committee. Death has again invaded one of our homes, this time claiming Bro. and Sister Flory's infant daughter Minnie. It was especially sad,

as the little one died on the train while Sister Flory was returning from Texas. They have our heartfelt sympathy in their affliction. Quite a number of our Division were present at the funeral. More would have been had it been generally known.

We have begun active preparations for our entertainment during the month of May. One of the specialties will be the conferring of the "O Why" degree.

I see in THE CONDUCTOR that one of the Texas Auxiliaries has adopted the afternoon tea as a social feature. We have found ours very successful and pleasant. The last one with Sister Bacon was decidedly so, as the attendance was larger and sociability everything that could be desired. She kindly donated a dozen doilies, also two white aprons, which were all made during the afternoon and disposed of by raffle. The proceeds of the afternoon were five dollars and fifty cents.

But one thing we must not forget, that the object of these gatherings is not *financial* but purely social, the money part being an incidental; and also we should strive to get some non-members to attend. Brother and Sister Bucklaw celebrated the fifteenth anniversary of their marriage the 24th. If showers of good wishes are of any benefit they will certainly celebrate the fiftieth.

Yours in T. F.,

MRS. J. B. FRENCH.

SUNBURY, Pa., March 22, 1894.

Editor Railway Conductor:

It may be that some of your readers would be interested to learn how Eastern Star Division No. 8 is flourishing. We have been doing very nicely in spite of our small membership, and feel that the future has better things in store for us. If the Brothers of No. 187 would only urge their wives a little we are confident that the smallness of our membership could be speedily remedied.

A number of interesting socials have been given by our members recently, one at the home of Brother Shafer and another at that of Brother Frank Long, which were especially enjoyable. The only drawback to these gatherings was the absence of so many of the Brothers, but that only made the presence of those who did attend the more pleasant, and we hope they will all come again and bring their friends. Sister Kline always does everything in her power to add to the success of these entertainments, and the music which she and Brother Shafer furnished, with fife and tin pan accompaniment, was one of the principal features of the program. One of these sociables will be held each month and a cordial welcome will be extended to all the Brothers and

their wives. Another pleasant social occasion was our trip to Westport, where we were entertained by Brother Geasey and family in a most hospitable manner.

Sister R. Kline is doing most excellent work as Chairman of the Executive Committee, as indeed, are all our officers.

Yours in T. F.,

MRS. J. H. ELLENBERGER.

Regret.

A gleaming sail in the distance gray;
A tender perfume wafted to me;
As, vapor palled, the dying day
Fades as a mirage at sea.

In the gathering darkness the night winds sway,
Shaking the branches fitfully;
And the storm wraith lifteth her arms of spray,
And my ships are out at sea.

They were laden with wonderful hopes and dreams,
(My ships when they went to sea);
And those witching, beautiful hopes and dreams
Were all the world to me.

O, misty breakers that rise and fall,
That rise and fall so ruthlessly,
Bring ye never a word at all
Of my ships that went to sea?

A song once lingered upon my lips;
(The sweetest of songs it was to me),
But it died; for never a word of my ships
Cometh back from the distant sea.

Up from my heart there cometh a wail;
The bitterest wail of agony;
But the cry is lost in the sobbing gale
As my ships were lost at sea.

JOSEPHINE BRINKERHOFF.

JACKSONVILLE, Ill., March 25, 1894.

Editor Railway Conductor:

Being in possession to-day of one of those lonely Sundays that come so often to the wives of railroad men, I will take advantage of the opportunity to send an Easter greeting to THE CONDUCTOR and its readers. I always enjoy reading what your magazine has to say about the railroad men. No class of men have truer or kinder hearts and none more actuated by higher motives. True it is that but few of them are provided with elaborate homes or have succeeded in accumulating great wealth, but the reason for this is to be found in the generosity which prompts them to be

always first in aid of the suffering and unfortunate.

I cannot urge upon the Sisters too strongly the importance of being content with their surroundings. From sad personal experience I have learned the danger attending discontent and hope that none who read this may be led into the same experience. A short time since my husband had a good run on the Chicago & Alton but, of course, vexatious things would happen occasionally, and I, foolish woman that I was, encouraged him in his feeling of discontent. The result is that he finally lost his job and is now compelled to go back to braking to support his family. All this might have been avoided by the exercise of a little patience and I hope none of the Sisters will be led into the same error. I would also urge upon them the importance of saving at least a little of each month's wages, as no one can tell, without trying, the sense of security to be found in a balance at the bank. Hoping that someone may be able to gather something of profit from these few remarks, I remain

Yours in T. F.,

MRS. PHIL. SMITH.

MARION, Iowa, Feb. 8, 1894.

Editor Railway Conductor:

I hope you will overlook my tardiness in sending in my report of Gloria Division No. 38. We did not elect our officers at the regular time, owing to the sickness of a number of our members. But the delay was not without its good results, for by it we were permitted to see the installation of officers of our Sister Division, Columbia No. 37, before our own took place, the 7th inst. A number of the ladies came up to assist, and we had a very enjoyable time. We were installed by their worthy President, Mrs. Ross; Sister Gibney acting as Grand Senior Sister.

It lacks two months of being one year since we were organized. We have not succeeded in getting as many new members as we had hoped to. There were only eleven charter members, and it took some "push" to get started, but as there is no stand-still in this busy world of ours I know we will progress.

I wish to speak of the Ladies' Department in THE CONDUCTOR, and hope my sentiments in regard to the same are endorsed by all the Sisters. I do not feel that it is just what is due us, considering the worthy object of our organization as an Auxiliary to the O. R. C., the small space allotted to us each month in the magazine, to call our own, and I wish the kind Brothers would use their influence in seeing our editor, Mrs. Hahn, put back in her old place, at its head. [We

assume that had Sister Bell known as we do, that up to date, everything furnished by the ladies for the Ladies' Department has appeared, she would not criticise us on account of space devoted.—Ed.] We will feel more "at home" with one of our members occupying the editorial chair of the Department. I hope this suggestion will meet the approval of the Sisters, and be re-echoed by them until the object for which it is made is sustained. I never derived more solid enjoyment from any reading than I do from the columns of that Department, and grant the other Sisters appreciate it as much as I do.

Marion Division No. 268, O. R. C., gives its annual ball, February 22, and ours will be later on, occurring Easter Monday. By means of these entertainments we hope to bring some funds into the treasury, aside from the pleasure we anticipate.

I will now proceed to tell who are to be our officers for the coming year:

President, Mrs. Sutton; Vice-President, Mrs. Gilbert; Secretary and Treasurer, Mrs. Hahn; Senior Sister, Mrs. Bell; Junior Sister, Mrs. Hoagland; Chairman of Finance Committee, Mrs. Haggerty; Guard, Mrs. Parmenter.

Hoping to please the Sisters, who are, I know, as anxious as I am to see the Department, "our Department," flourish, and that they will add their efforts to mine, I am

Yours truly in T. F.,

MRS. JENNIE BELL.

PHILADELPHIA, Pa., Feb. 25, 1894.

Editor Railway Conductor:

Perhaps the friends may not be averse to learning that Erickson Division No. 5, L. A. to O. R. C. is not only active but flourishing. Our meetings are well attended, and the interest displayed gives promise of better things to come. Having served two years as President of Division No. 5, I have warrant for saying that the members are in perfect harmony and loyal to each other. Shortly after my retirement from the office of President, the ladies, in token of their esteem and of recognition of my services, presented me with an elegant fruit basket, Mr. Schaeffer making the presentation speech. It was such a complete surprise that my feelings entirely overcame me, and Brother T. Stackhouse was obliged to accept in my behalf. I can assure the ladies that I appreciate the spirit actuating the gift, and shall always hold it among my most highly cherished treasures.

On January 18, last, we installed Maryland Division No. 46, at Cumberland, with fifteen charter members. These ladies are full of interest and enthusiasm for the new work, and can hardly help succeeding. I wish to acknowledge also the very kind reception extended by them to me while in their city.

On February 1, in company with twelve ladies from Division No. 5, I instituted another Division at Harrisburg, Keystone No. 47, with thirty charter members. The installation was held publicly in the evening with the assistance of Mrs. Jas. Van Dyke, Grand Junior Sister. After the installation opportunity was given the Brothers to take their degree, and I must say they stood the ordeal bravely. In addition to the party mentioned Mrs. Meek, of Division 20, and Mesdames Van Dyke, Kline and Long, of Division 8, were present and assisted. The reception here was also most hospitable, and we all enjoyed the every minute of our stay. The Harrisburg ladies are earnestly engaged in the work and have already taken in six new members since their start. The older Divisions will have to be on the alert if they are not passed by the younger Sisters. Thanks are due Mr. and Mrs. H. W. Myers for the very valuable assistance they have given in this work.

Yours in T. F.,

MRS. B. F. WILTSE.

A more notable magazine in the names of its contributors than the *March McClure's* has rarely come from the press. Kipling, Herbert Spencer, Robert Louis Stevenson, Conan Doyle, and Octave Thanet certainly make a list that it is hard to equal. And, what is more to the point, the contributions are quite as distinguished as the contributors. The short story by Mr. Kipling is one of his best; the short story by Octave Thanet is one of her best. Conan Doyle's contribution, "The Glamour of the Arctic" is not a story, but it has more than the interest of one, for it is an account of Arctic whaling, written with Dr. Doyle's best grace, from his own personal experience. Herbert Spencer writes of his intimate friend of forty years, the late Professor Tyndall. His own eminence as a scientist, added to this closeness of personal relation, gives his article a special interest. It is in part reminiscent; in part critical. Closeness and sympathy of personal relation gives a special value also to a biographical and character study of Ruskin by M. H. Spielmann, editor of the "Magazine of Art."



CLEVELAND, Ohio, Feb. 7, 1894.

Editor Railway Conductor:

The members of Cleveland Division No. 14 desire to make public manifestation of their gratitude to the ladies of Bethlehem Division No. 1, L. A. to O. R. C., through the columns of *THE CONDUCTOR*, for the beautiful present which recently so completely and overwhelmingly surprised them.

The gift is a magnificent altar scarf and is doubly prized, as it is the handiwork of the dearest friends we have on earth. It was placed upon the altar at our regular meeting, Jan. 28, and upon opening the Division the members were called to their feet and while surrounding the altar, Brother John J. McVean, C. C., accepted it on behalf of the Division in the following words:

"Brothers, never within the scope of my experience or imagination has anything presented itself, likely to make a deeper impression, than that the surprise attendant upon this beautiful and unexpected gift, has made upon us all. So artistically designed, so skillfully executed, and, when unfolded upon our altar, so fully demonstrating the superiority of women in producing those things which tend to make life worth living. This magnificent gift is a marvel of artistic taste, both in finish and beauty of design, and shows our ladies to be fully abreast with the artistic progress of the world. The motive which inspired its creation should spur us all to an earnest endeavor to make the world better and brighter, even though it be done a stitch at a time. In addition to a grateful expression on our part at this time we should, by word, act and deed in our daily lives continue to give expression until every home shall become a paradise on earth and life shall cease to be a burden and labor cease to be a toil. I accept this beautiful altar scarf on behalf of our Division and extend to the ladies of Bethlehem Division No. 1, L. A. to O. R. C., our sincere appreciation of their gift."

The committee need hardly attempt an expression in words of the gratitude of our Brothers in accepting the splendid gift which is so dear to us all, since it is the endorsement of friends to protect and please whom is the aim and object of the lives of true men.

Yours Sincerely,

J. F. SAHUFF,
C. CARLETT,
H. F. TEETERS,
Committee

SEYMOUR, Ind., Feb. 14, 1894

Editor Railway Conductor:

The irksome task of correspondent for *THE CONDUCTOR* has been thrust upon me, and like the blind dog in the meat shop, I don't know which way to turn, although willing, I am a blot upon the fair escutcheon of literature. The above is my salutory.

The retirement of Mel. C. Whitcomb as Chief Conductor and Correspondent from Division No. 301, leaves a void in the ranks which none of us can successfully fill. His sincere devotion to the interests of the order and more especially our local Division, has stamped him as a true, tried, and devoted Brother. Since the organization of Seymour Division he has been untiring in his efforts to promote its welfare, and especially to revive the attendance which had fallen off. Ill health seems his excuse from taking a leading part as heretofore. The Division entire joins in wishing Godspeed in his restoration, and that he will again take up his gifted pen to the delight of *THE CONDUCTOR* readers.

An article appeared in the Cincinnati *Enquirer*, of Sunday, February 4, emanating from the pen of their railway reporter, in which he extravagantly airs his verbose opinion, that should a cut come on the B. & O. S. W. Ry., the trainmen would not raise a hand in resistance, as on no other railroad in the country are the men

treated with more consideration, and they hold their superiors in the highest esteem. In reference to our superior officers we answer in the affirmative, that the most cordial relations exist between the general and local officers and the employes, but as to the prophesied reduction in salaries, oh, fie! we have contracts which call for thirty days' notice before any change can be made by either officials or employes, and we feel secure under ours.

The question naturally arises, do the officers endorse such articles, or does prophecy originate with the reporter for the purpose of inducing official courtesy.

Capt. George Dunkle, formerly one of the O. & M. conductors, is at present visiting old friends. The Capt. recently returned to his first love, that of floating down the Mississippi river; he now occupies the important position of all-around liar and mule supervisor on the mud scow, "Blue Jeans," navigating the crystal waters of Laughrey creek.

Harry Johnson, president of the "Sandwich Club," is in a direful strait, on account of his beautiful curly hair which of late has been falling out. To remedy it he had recourse to a drunken Dutch barber, who applied his clippers—that had served a mule's tail a few minutes before—consequently, Harry is a "beaut," large zebra-like furrows run zig-zag across his pate, and yet his India rubber smile never deserts him.

Messrs. Loyd and Bowman, of the Cincinnati Division, are old turfmen and rank with the best as to judgment in horse flesh. The weather signal, one day last week, indicated a cyclone, following immediately came a terrible roaring noise, it was helter-skelter here and there for everybody, people thronged the sidewalks and craned their necks at the fast approaching cloud; it came, alas, it passed, horses and jockies foam laden under the wire in the phenomenal canal-boat time of 4:35½.

The fates have decreed that our Train Dispatchers must soon leave us and take up their abode at Washington where, March 1, Supt. McMahan will establish his headquarters. Their going leaves behind sorrowing friends and neighbors who deplore to part with such courteous gentlemen and their families. Nevertheless, we will drop in on them occasionally and perfume their sanctum with our Jackson county aroma.

"Big" Mike Guerin is wearing crape upon his sleeve at the loss of his new caboose, it having been transferred to the Ohio division. His grief at present is heartrending, and only subdued by the frantic cat-like screams of his brakemen, who will not be pacified.

We have several delinquent members who should be handled without gloves; the idea of any member shouldering the burden of dues upon our urbane secretary is an imposition, and let me caution these poverty stricken conductors, if they don't come to the front and liquidate their liabilities their suspension will follow.

What a beautiful sight and happy occasion is the gathering of the "bhoys" under the roof tree of some caboose, where the technology of the "rail" is dispensed in full measure, and where in reverence you gaze upon the ethereal of Gaskill, Loyd, Johnson, Jackson, Guerin, Reily, Dunkle and Bowman, as with countenances child-like and bland, they relate their thrilling exploits upon the hurricane deck. One by one their gold-leaf lies are sown broadcast upon the open mouthed listeners, until in the open door-way stands the rubicund form of "Red" Bryan, of St. Louis Division, who with upraised hands, starts in upon the latest. But, imagine his surprise, as the "gang" silently wrap their rain coats around them and stealthily retire, murmuring as they go, we surrender the "oven" to the champion.

"STABS."

ATLANTA, Ga., March 12, 1894.

Editor Railway Conductor:

On Sunday, March 4, I made a motion in Division No. 180 that the Division appoint or elect a corresponding secretary for THE CONDUCTOR. I gave as my reason, above all others, that the next Grand Convention meets here in 1895, and that the members ought to have an assurance at least once a month that they will not only receive a hearty welcome from Division No. 180 and the people of the Gate City, but from all the Divisions of this sunny land of ours. To my great surprise I was nominated and elected to fill the office for which I feel myself wholly incompetent. But they said unto me, "write," and I hope the members will accept this apology, as it is the last one I ever expect to make; but if there is any blame going to be brought against the letters you will receive from me the remainder of this year, you will lay the blame on Division No. 180, and not on me.

Well, Brothers, I want to assure you that you will receive a hearty welcome on your arrival to our town. We will meet you at the depot with a two mule wagon to haul your baggage over into town. We will also bring the spring wagon and the carriage for the ladies, as it may be rainy when you arrive. As to the boys, they can walk, as the walking will be good about that season of the year. There will be a special committee appointed to meet you at the depot and escort you

over into town; it will also be the duty of the committee to assure you that you are at the right station and that this is the town you are to visit.

Our Ladies' Auxiliary will be at the hotel to meet the ladies and take them off your hands, and will see that they are well entertained and taken special care of. Our Ladies' Auxiliary was organized November last, its membership now numbers about fifty, and new members coming in every meeting; so you may rest assured that the ladies will be nicely entertained.

After you have brushed up and got a good dinner, you will have some of the Brothers calling; among the first will be Brother Humphries, who will want you to come with him over to the city marshal's office and see the big safe where he keeps the city's money he has collected from delinquent taxpayers.

The next call will be likely to be from Brother George Evans, who will want you to take a ride with him on the electric street railway; he will try to make you believe that Atlanta has 200 miles of street railway, and over a part of which, he is boss; and if you listen to him long enough he will make you think he is telling you the truth.

Brother Zack Martin will call for you and take you around to the Chamber of Commerce, where he spends most of his time running city government and looking after city politics, and for pastime and exercise he runs the passenger train on the A. & W. P. R. R.

In my next letter I will tell you where the boys will invite you to go with them, and their respective runs; some of the boys will want you to take a little trip with them, in the little red caboose behind the train.

Yours in P. F.,

MIKE MAHAN.

SALISBURY, N. C., March 10, 1894.

Editor Railway Conductor:

Asheville Division No. 318 is not dead, but I must admit it has been sleeping so far as corresponding with THE CONDUCTOR is concerned. We are now in as good or better shape than we ever have been. All the men of standing are members of the Order. So, in spite of our short membership list, when any Brother strikes a member of 318 he will find a "thoroughbred."

Our worthy chief, Brother Thomason, still has his old run on the Murphy Division. A. C. C., T. Wakefield, has emigrated to the C. of Georgia. Brother Hanger (The Kid) and Brother Spagh (Old Jim), are still riding the Irish mail between Salisbury and Asheville. Brothers Bunson and Camp are fixtures on the A. & S. local,

and will be found most of the time at their homes in Spartanburg, S. C. Brother Crawford has a long smile on him—he is nearing the glass windows. Brother L. E. Perry is with us again and is a wheel horse.

Last but not least, for he is a two hundred pounder, is Brother Z. T. Underwood or Bachelor Jack. He evidently has a life lease on the French broad local, with the assistance of Brother J. W. Allison. Brother Zack is a great friend of all the boys. Any one visiting our region will miss a great treat if they do not visit Old Zack. In R. & D. Car 107 no bachelor conductor is fixed better than he. For his cab and home he has a good officer's car with four rooms. The first thing you will notice as you enter his reception room is a life size photo of our worthy Grand Chief. Facing him is our Train Master. These are the most distinguished, but he has photos of twenty conductors and friends, all nicely framed. The car is elegantly furnished; and he has a library of one hundred choice books, nicely bound and in a fine case. You will always find Zack in good humor, and it is a great place to loaf, but be sure to leave before it is late, for he retires very early.

Yours in P. F.,

W. W. BARBER.

TAYLOR, Texas, March 20, 1894

Editor Railway Conductor:

It is with pleasure that I am able to report San Gabriel Division in a flourishing condition. Our membership is steadily growing, most by transfer cards, and we have every reason to be pleased with the gain thus made. We are trying to do good to the full extent of our abilities. Our Chief, G. W. Bartholomew, and our Secretary Ed. Dwyer, are always on hand, and you know that insures good meetings. The members generally are alive to the necessity of constant work for the good of the Order, and together we hope to make 256 second to none.

Yours in P. F.,

A. F. BATEMAN.

ROCK ISLAND, Ill., March 20, 1894.

Editor Railway Conductor:

Division No. 106 is booming, and the boom gives evidence of being permanent. The Order is the proper thing on the "Great Rock Island Route," and it is so nominated in the bond. No other road in this country says the Order of Railway Conductors shall have preference in hiring men. We are very well satisfied here.

Yours in P. F.,

"ROCK ISLAND"

TIBURON, Calif., March 13, 1894.

Editor Railway Conductor:

It may be that your readers will be interested in learning something about the San Francisco & North Pacific R'y, which now claims my services. It is a standard gauge road running from Tiburon, six miles across the bay from San Francisco, to Ukiah in Mendocino county, a distance of 113 miles, with branches in the Sonoma Valley, Guerneville, Sebastopol and Donahue, bringing the total up to 180 miles. There are about twenty engines in service and three steamers, Tiburon, a passenger boat; The Ukiah, a very large freight and passenger boat with double tracks capable of carrying thirty-six cars at each trip; and the J. M. Donahue, an extra passenger boat. The road runs through some of the best dairy regions of the west and accordingly does a good milk business. Among the conductors are David McLaughlin, J. K. Smith and W. J. Hunter, of Division 115, and several others whom I have found to be most pleasant gentlemen. I like the road and its officers and men very much, while for scenery "The Donahue Route" cannot be bettered in California. THE CONDUCTOR comes regularly and is a most welcome guest. The death notices always bring sorrow, and it does seem that there have been more of them than usual lately. The death of Brother J. R. Stanton brought a personal grief to me, as he was an old and valued friend, we having been together on the N. Y. W. S. & B. in '83 and '84. It will be thirty years on the 10th of next June since I was promoted to the rank of conductor, and it makes me sad to look back upon the friends of those early days and think how few are still alive. I must expect to be called for that run at any time. Let us all keep our lamps trimmed and filled so we may make it in safety.

Yours in P. F.,

M. G. P.

KANSAS CITY, MO., March 14, 1894.

Editor Railway Conductor:

In coming before the Brothers I ask them to overlook whatever I may say that might to some be obnoxious, asking you to believe that what I say I believe is for the best interests of the conductors and brakemen of this country.

The thing that to-day is agitating the minds of the conductors, more than any other, except "wages," is *seniority*, and how to get rid of it. The conductors are more to blame for this curse than any one else, and consequently are more interested in its abolishment. The abolishment of seniority cannot be accomplished by sitting in our Division rooms and looking at each other,

neither can it be done without the conductors spending some money to bring it about. This question has got to be pushed and pushed, with a vigorous hand, if it is to be accomplished at all, and there is not one who reads this but who believes it can be accomplished if it is pushed. In approaching the B. of R. T. on this question we want to be fair and honest with them, we want to throw to the winds our own selfishness and deal squarely and fairly with them. If we have a good man braking for us we must let the superintendent into the secret of his being a good man, remembering that it was because you yourself was a good man that that old grey headed conductor of twenty or thirty years ago spoke a good word for you and you was brought to notice and promoted as the result of your being faithful to his, the conductor's interests. Do not allow yourselves to believe that there are not men in our ranks selfish enough to keep a good brakeman braking for a lifetime, simply to satisfy their own ends, for there are just such conductors, and I, myself, was a victim of just such treatment in my early days on the Mo. P. R. R., and by members of our Order, and there are members who can attest to the truth of what I say.

Seniority is a curse, because it destroys the utility of a man's past experience and ability, causing him to descend to the very bottom of the ladder, and with discouraged step climb the second, and perhaps the third or fourth time up the same road he traveled ten, twenty or thirty years before.

Seniority is a curse, because it destroys a man's ambition to build him a home, knowing full well that if he is unfortunate enough to get out of a situation on any one line of road he may be compelled to tramp from one end of this land to the other, to be met with the same response to his inquiry for a situation, "we have seniority here or I would be glad to give you a place as conductor."

I do not wish to destroy the percentage from the ranks, but I want to prevent the promoting of incompetent men to the position of conductor, thereby bringing disgrace and shame to our profession. I am in favor of forcing seniority to the fullest meaning of the word, if the members of the O. R. C. and B. of R. T. are not in favor of its abolishment, compelling the senior man to take the place belonging to him by seniority, and if he is not qualified to pass a creditable examination, let him step out of the ranks entirely and make room for a man who has the ambition to fit himself for promotion when it comes to him.

Now, Brother conductors, I hope to see the

earnestness and unity shown that is necessary to bring about the abolishment of this, the greatest curse either the B. of R. T. or the O. R. C. have ever had to contend with. It is good only, for the man who is ~~no~~ good for himself, and is flooding the country with a surplus of railroad men to an alarming extent. Will we destroy it? are you willing to assist in its downfall? is so, let us hear from you and see your work in the field, for there is room for all.

W. WELCH.

WILKES BARRE, Pa., March 15, 1894.

Editor Railway Conductor:

The Monthly Circular from the G. S. & T. states that Division 147 had a few "scabs," and when they were tried and convicted for violation of obligation they were suspended. Now, I want to ask Division 147 where they got the law allowing them to do business in that way. If these men were tried for violation of obligation (which they must have been), the law says the convicting ballot expells them. I was in New York City Sunday, March 11, where I visited Division 54, and a more entertaining lot of members I never met, especially Brothers Claw, Dale, Heitzman and Cramer. While in New York I learned there was in view a Grand United Convention of organized railroad men and others, and Brothers Weize and Dale informed me that the purpose of the meeting was to do away with strikes and seek our rights through the legislature, which I, for one, heartily endorse. The sooner the clause in our constitution which prohibits us from discussing politics is stricken out, the sooner corporations will learn that labor has rights they are bound to respect. I think this will be the largest gathering of railroad men ever held in this country, and as it will last three days, it will certainly be able to thoroughly discuss many questions of interest to us all.

Now, a word about the unfortunate Brothers who are still out of employment, owing to the late strike on the Valley. These men gave up good situations in order to be loyal to their Brothers and their Order, and it is my opinion they have not received proper recognition for the noble stand they took. Like the members of the other organizations concerned they should have had three months' pay. They have been idle now four months, and have received pay for but one month. They may well ask, what is money in the protective fund for, or why are we organized, when some of our Divisions will vote to put us off with one month's pay? I cannot see where their eyes are, or do they expect to never get in trouble themselves? If they do, they can rest assured that the Lehigh Valley boys will be the

last to cut them short in anything they rightfully ask. Now, as I have said enough for once, and likely more than I should, I will close for this time. Hoping the L. V. boys will be dealt with justly, I remain,

Yours in P. F.,

JAMES FINLEY.

KEITHSBURG, Ill., March 24, 1894.

Editor Railway Conductor:

In Castle Hall, Sunday, March 18th, 1894, met twenty-nine exceptionally fine looking men, representatives of nine different railways. They came for the purpose of organizing a new Division of the O. R. C. W. P. Daniels, Grand Secretary and Treasurer of the Order, was our organizer. A special train was run from Peoria by Bro. James Anderson, of Peoria Div. No. 79, hauled by Engineer Chas McMains. With such men in charge of the train it is useless to say it was manned O. K. The meeting was called for 1:30 p. m., but it was a little later when Bro. Daniels rapped for order. It was 5:30 p. m. when the new Division closed its first session. The name of the new Division is Mississippi Division No. 367. Officers elected: H. H. Smith, C. C.; O. E. Eckley, S. and T.; John Warren, A. C. C.; F. M. Johnson, Senior Conductor; F. M. Platt, Junior Conductor; Matt McCarthy, Inside Sentinel; W. W. Dugan, Outside Sentinel; Division Committee, Matt McCarthy, F. L. Carter, F. M. Platt; Matt McCarthy, Cipher Correspondent.

Several of the Brothers brought their wives and daughters with them, and in the evening at 6:30 a banquet was given at the Windsor Hotel, which was participated in by the ladies and a merry time was had. There were present Brothers Scott, Stewart, Howat, Metzger, Pool, Rogers, Anderson, Brush, Pitney, Houghton, and Carroll, of Div. 79; Corneau, Vahey and Avery, of Div. 260; Hedrich, of Div. 245; Marshall, of Div. 83; Webb and Cole, of Div. 4; Crane, of Div. 55; Carter, Warren, Carroll, Smith, Eckley, Johnson, Platt, McCarthy and Dugan, of Div. 367, and Mesdames Scott, Corneau, Howatt, Brush, Houghton, Vahey, Carroll, Metzger and Rogers.

The ladies looked at the town, while the boys attended Division, and the general impression seemed to be that Keithsburg was a very hospitable place.

Come back again, brave men and fair ladies, and be assured you will be welcome.

A vote of thanks was extended to E. McNeil, General Manager, J. P. O'Brien, General Superintendent, W. H. Voorhees, Superintendent, and E. E. Kirwin, Train Master, Iowa Central R'y for the courtesy of a special train, and for the kind favors extended. Gentlemen, as ~~for~~ some return; it shall be given.

Yours in P. F.,

H. H. SMITH

MENTIONS

We are pleased to note that the senate has ratified the appointment of Brother V. P. Hart as postmaster at Sedalia, Mo.

**

Mississippi Division, No 367, was instituted at Keithsburg, Ill., on the 18th ult., by W. P. Daniels, Grand Sec. and Treas.

**

If Wm. Stark, formerly of Port Stanley, Ontario, will communicate with S. S. Engle, Box 48, Tekoa, Washington, he will learn of something to his advantage.

**

Brother M. J. McGowan, of Division No. 157, has retired from railroad life and taken charge of a mercantile business in Barre, Vt. The best wishes of the Order will follow him in the new venture.

**

Brother Wm. Sloan, of Division No. 48, who has been for a number of years employed as Depot Master for the D. G. H. & M. and G. T. R. R's at Detroit, has retired from railroad life to take charge of his farm near Troy, Mich.

**

Brother L. Snider, of Division No. 107, was so unfortunate as to meet with an accident on the 14th of March last which resulted in the loss of his right foot. The sympathy of the entire Order will go out to Brother Snider, and all will hope for him a speedy recovery.

**

Brothers F. S. Stimson, of Division No. 1, and J. A. Beck, of Division No. 87, have gone into business together under the firm name of Stimson, Beck & Co., at 2908-2910 Wentworth ave., Chicago, Ill. Their many friends in the Order will wish for them abundant success in the new undertaking.

**

The editor has received invitations during the past month to attend entertainments given by Charles Murray Division, No. 293; Major Morris

Division, No. 41; Grand Junction Division, No. 325, and Bluff City Division, No. 29. L. A. to O. R. C., and only regrets that pressing business makes it impossible for him to participate in the pleasures of all these gatherings.

**

S. H. Moore & Co., Publishers of *Ladies' World*, appear again in our advertising pages with another splendid premium offer. It will surely pay our lady readers to read it, as it affords an opportunity to get 200 varieties of flower seeds free with a three months' subscription. We have dealt with this firm for several years and know them to be reliable.

**

A soap that "heals while it cleanses" is what the labor element wants—whose hands are begrimed with honest toil. Such is claimed for Glen's Sulphur Soap, advertised in our columns for the past three years, and the proprietors have again renewed their advertisement with us, because they find this fact is appreciated by railroad employees.

**

The members of Chas. Murray Division, No. 293, are arranging for their annual ball, which will be given in Martine's Hall, corner of West Madison and California avenues, Chicago, Ill., Wednesday evening, May 2. These gentlemen have proven their ability in the way of entertaining their friends, and all who attend on this occasion are assured a pleasurable evening.

**

Mike, better known as Red Walsh, a brakeman and switchman, home at Centerville, Iowa, has worked on the Texas Pacific, Santa Fe in Texas, Wabash, Soo lines, etc., and switched in Kansas City, is an all-round crook and dead beat of the worst kind. I will make it an object to any Brother or railroad man that will give me his present address and occupation. D. J. Savill, 2534 Polk st., N. E., Minneapolis, Minn.

**

In the Ann Arbor case Judge Ricks congratulates

lated himself that he had prevented a gigantic strike. Judge Caldwell, by his action in the Union Pacific case, in giving the men and organizations full hearing in and recognition by the court, established a precedent in striking contrast with the action of Judge Ricks in the "Clover Leaf" case, and has done more to prevent the likelihood of strikes than has ever been done by all the other federal judges combined.

A man claiming to be C. L. Bailey, L. E. Bailey, etc., has been presenting himself to members in the east as a member of Division No. 142. This Division has but one Bailey and he is in Council Bluffs. He has never been east of Chicago. The hard times are producing a good crop of "beats." Don't be imposed upon. Good and interested members can prove themselves as such without any old receipts or leather backed letters.

Reports have reached us that a party had a plate, in imitation of that from which our Division cards are printed, made at St. Louis, and that counterfeit cards are on sale in Chicago. If these reports prove true we will call ours in and issue new ones. In the meantime beware of recognizing as a Brother any person presenting a card, unless the one presenting, can unquestionably prove himself entitled to same.

A monster union meeting of members of the O. R. C., B. L. E., B. L. F., B. R. T., O. R. T. and S. M. A. A. has been arranged to take place at the Lenox Lyceum, Fifty-eighth street and Madison avenue, New York City, on May 27, 28 and 29. The purpose of the meeting is to consider and, if possible, agree on a line of action to be followed in the direction of securing such legislation as may be deemed beneficial to the interests of railway employes, at the hands of national and state legislators, regardless of any party politics. The question of resorting to an effort to secure an arbitration law will also be exhaustively discussed. State organization for the purpose of carrying out any policy adopted will be perfected. The arrangements for the meeting have been left with Divisions 54 and 104 of the O. R. C., and their reputation in matters of this kind, added to that of those who have direct charge of arrangements, furnishes guarantee of perfect arrangements, large attendance, earnest work and good results. The executive committee are Bro. C. E. Weisz, chairman; Bro. T. G. Ross, secretary; Bro. C. H. Dale, treasurer, and Brothers J. E. Brazee, A. J. Clow,

C. F. Heitzman and G. T. Close. These have decided that this meeting shall surpass in every way the one held in New York in January 1891, and which is well remembered as a brilliant and complete success. Special arrangements are being made for hotel accommodations at special rates. Any communications addressed to the Executive Committee at 15 Warren street, New York City, will receive prompt and careful attention. Several Grand officers will attend the meeting.

Judge Jenkins' Decision.

On April 6 Judge Jenkins handed down his decision on the motion to modify the injunction order issued by him in connection with the action of the Northern Pacific receivers reducing the pay of their men. We wish to make it perfectly plain that no exceptions were taken, by the men or their representatives, to any of the particulars in which this document restrained from the adoption of unlawful methods, from forcible or unlawful interference with the property. The right of employes to quit is, after a fashion, conceded by Judge Jenkins. He asserted, two or three times during the hearing, that the men might quit and go to Texas, if they so desired. After conceding this right he undertakes to show that it is proper for the court to restrain them from "quitting the service of the company in such a manner as to cripple the property in charge of the receivers or hinder the operation of the road." If the men have the right to "quit and go to Texas" and practically all, or any large number of them, should decide to do so at a given time, it would, of necessity, result in "hindering the operation of the road."

The motion made was to modify the order by striking out those portions which restrained the men from conspiring together to quit "and from so quitting the service of the receivers as to cripple the property or hinder the operation of the road," and the officers of the organizations, "from aiding, recommending, approving or advising others to quit the service of the receivers of the N. P. R'y, on January 1, 1894, or at any other time." In reference to this latter clause Judge Jenkins says:

It is said, however, that the clause restrains an individual from friendly advice to the employes as a body, or individually, as to their or his best interest in respect to remaining in the service of the receivers. Read in the light of the petitions upon which the injunction was founded I do not think that such construction can be indulged by any fair and impartial mind. It might be used as a text for a declamatory address to excite the passions and prejudices of men, but could not, I think, be susceptible of such strained construc-

tion by a judicial mind. The language of a writ of injunction should, however, be clear and explicit, and, if possible, above criticism as to its meaning. Since, therefore, the language of this particular phrase may be misconceived, and the restraint intended is in my judgment comprehended within the other provisions of the writ, the motion in that respect will be granted and the clause stricken from the writ. In all other respects the motion will be denied.

Regarding the propriety of issuing injunctions in matters of this kind we quote the following from the same decision:

If the combination and conspiracy alleged and the acts threatened to be done in pursuance thereof are unlawful, it cannot, I think, be successfully denied that restraint by injunction is the appropriate remedy. It may be true that a right of action at law would arise upon consummation of the threatened injury, but manifestly such remedy would be inadequate. The threatened interference with the operations of the railway, if carried into effect, would result in paralysis of its business, stopping the commerce ebbing and flowing through seven states of the union, wreaking incalculable injury to the property and causing great public privation. Pecuniary compensation would be wholly inadequate. The injury would be irreparable. Compensation could be obtained only through a multiplicity of suits against 12,000 men scattered along the line of this railway for a distance of 4,400 miles.

Contrast this with the following, taken from Judge Caldwell's decision in the Union Pacific case:

When property is in the custody of receivers the law declares it to be a contempt of the court appointing them for any person to interfere with the property or with the men in their employ. No injunctive order can make such unlawful interference any more of a contempt than the law makes it without such order. Such orders have an injurious tendency, because they tend to create the impression among men that it is not an offense to interfere with property in possession of receivers or with the men in their employ unless they have been especially enjoined from so doing. This is a dangerous delusion. To the extent that a special injunction can go in this class of cases the law itself imposes an injunction. For this reason no injunctive order will be entered in this case.

The difference is apparent. The logical conclusion to reach from an analysis of Judge Jenkins' position on this point would be that, in case such action was taken by the employees, the corporations, with interests at stake, would be unable to reimburse themselves for losses sustained except by individual suit against each of their employees participating, and that it is the duty of a court of equity to protect those interests of the corporations regardless of how much or in how far the interests of the large number of employees may suffer. The right of working men to organize is recognized by United States statute and even Judge Jenkins, after an exhaustive effort to justify

his position, admits that the men have a perfect right to quit. If one has the right to quit, then a thousand have the same right, and if they choose to exercise that right in concert "decently and in order," and refrain from all unlawful acts, we do not believe that any injunction against their so doing will stand.

That Judge Dundy, of Nebraska, does not think much of the action of Judge Jenkins is evidenced by the following language used by him in court on the 6th inst.:

Now I have got myself into difficulty, as you can readily see, by following the example Judge Jenkins made in the Northern Pacific case when he allowed a schedule reducing the pay and fixing in the order that the parties were bound to comply with it when no notice, not a minute, was given. I do not propose to get myself in that shape again and be denounced in open court, where I have to preside at times. I followed his order, though mine was less stringent than his, when he did not give the men a minute's notice, and now I am denounced all over the country for doing the very thing he did, when I was following a precedent he set.

The Decision in the Union Pacific Case.

We would gladly give the full text of the decision handed down by Judge Caldwell and concurred in by Judge Riner on the fifth inst., but lack of space forbids. We give the most important portions and such as will give a clear idea of the decision itself, as well as the grounds upon which it is based.

Introductory the decision says:

On the 13th day of October, 1893, on a bill filed for that purpose this court took into its possession, control and management the Union Pacific Railway system, embracing the Union Pacific Railway proper and some fourteen other constituent and allied roads, which together constitute what is known as the Union Pacific system.

Whether the bill states a case of equitable cognizance justifying the appointment of receivers has not been mooted on this hearing, and we, therefore, express no opinion upon that question.

The system of which this court assumed the management and control comprised 7,700 miles of railroad and about 3,000 miles of water communication, and had in its employ over 22,000 men. The great body of these men had been in the employ of the company for a considerable length of time, some of them for as much as a quarter of a century. The relation of these men to the company and their rate of wages were determined in the main by certain written rules, regulations and schedules, some of which had been in force for more than a quarter of a century, and all of which had been in force substantially as they stand today, for a period of eight years and more. These rules, regulations and schedules were the result of free and voluntary conferences, held from time to time, between the managers of the railroad and the officers and representatives of the several labor organizations representing the men in the

different subdivisions or branches of the service, viz.: The Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, the Order of Railway Telegraphers, the Union Pacific Employees' Association and the Brotherhood of Railway Trainmen. These labor organizations, like the rules, regulations and schedules, had become established institutions on this system many years before the appointment of the receivers. Two of the ablest railroad managers ever in the service of this system, and probably as able as any this country has ever produced—Mr. S. H. H. Clark and Mr. Edward Dickinson, now general manager of the road—testify that these labor organizations on this system had improved the morals and efficiency of the men and had rendered valuable aid to the company in perfecting and putting into force the rules and regulations governing the operation of the Union Pacific Railway, which, confessedly, have made it one of the best managed and conducted roads in the country. The managers of this great trans-continental line testify that it has been their policy to bring it up to the highest standard of efficiency and to afford to passengers and property transported over it all the security and protection attainable by the exercise of the highest degree of intelligence on the part of those engaged in the operation of its trains, and they cheerfully bear testimony to the fact that their efforts in this direction have been seconded and materially aided by the labor organizations which are represented in this hearing. The good opinion of the men entertained by the managers seems to be shared by the receivers, for in their petition to the court in this matter they declare: "That the employees, generally, upon the Union Pacific system are reasonable, intelligent, peaceable and law-abiding men."

The recognition and endorsement given the organizations named can not but be pleasing to every loyal member, and should be an incentive and an encouragement to us in the further pursuit of the policy which we believe to be right.

After reviewing the various steps taken by the receivers, and the different orders issued by different judges, including the order of Judges Caldwell and Sanborn, by which the receivers were directed to hold conferences with the proper representatives of the men, the decision continues:

It would serve no useful purpose here to state the causes which, in the opinion of the court, prevented an agreement between the conferees upon rules, regulations and schedules for the other branches of the service. It is sufficient to say that they were of a character which do not in any degree militate against the usefulness or efficacy of conferences or the ability or fairness of the conferees. Freed from the state of things brought about by the erroneous proceedings of a majority of the receivers in the beginning of this business, it is highly probable that the conferees would have agreed upon all the schedules. Failing to agree the matter was brought before the court in accordance with the order made by the circuit judges. At the appointed time the receivers appeared in person and by attorney, and the employees by the officers of the several labor or-

ganizations to which they belong, and by their attorneys. Upon calling the case for hearing the court directed an order to be entered setting aside and vacating the order of the court made on the 27th day of January, 1894 approving the rules, regulations and schedules framed by the receivers without notice to or conference with the employees affected thereby, and also setting aside and vacating the order of injunction entered at the same time. The court then announced to counsel that the rules, regulations and schedules in force when the receivers were appointed were still in force and would be held and treated as *prima facie* just and reasonable, and that the burden was cast upon the receivers to show that the wages received by the court's employees under the existing regulations were in excess of a fair, just and reasonable compensation for the service performed, taking into consideration all the circumstances and in view of the existing conditions.

The hearing proceeded on these lines, and the court listened for a week to the testimony of witnesses.

Before stating the conclusions we have reached upon the facts it will be well to state the leading principles which courts of equity must keep in view in this class of cases. When a court of equity takes upon itself the conduct and operation of a great line of railroad the men engaged in conducting the business and operating the road become the employees of the court, and are subject to its orders in all matters relating to the discharge of their duties, and entitled to its protection. The first and supreme duty of a court when it engages in the business of operating a railroad is to operate it efficiently and safely. No pains and no reasonable expense are to be spared in the accomplishment of these ends. Passengers and freight must be transported safely. If passengers are killed or freight lost through the slightest negligence to provide all the means of safety commonly found on first class roads, the court is morally and legally responsible. An essential and indispensable requisite to the safe and successful operation of the road is the employment of sober, intelligent, experienced and capable men for that purpose. When a road comes under the management of a court on which the employees are conceded to possess all these qualifications—and that concession is made in the fullest manner here—the court will not, upon light or trivial grounds, dispense with their services or reduce their wages. And when the schedule or wages in force at the time the court assumes the management of the road is the result of a mutual agreement between the company and the employees which has been in force for years, the court will presume the schedule is reasonable and just, and any one disputing that presumption will be required to overthrow it by satisfactory proof.

It is suggested that upon this question the court ought to be governed by the recommendation of a majority of the receivers. The suggestion is without merit in this case for several reasons. Four of the five receivers are not practical railroad men, and are not familiar with the subject, two of them are lawyers residing in New York, one a merchant residing in Chicago and one a railroad accountant, having, doubtless, a thorough

knowledge of the books of the company, but knowing nothing about the wage schedules. These four gentlemen are eminent in the line of their professions and pursuits, and entirely capable of managing the financial affairs of this great trust, for which they were, doubtless, selected, but their opinions upon the subject of wage schedules is confessedly of little value. The court shares in their anxiety to have an economical administration of this trust to the end that those who own the property and have liens upon it may get out of it what is fairly their due. But to accomplish this desirable result the wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock and no interest paid on the bonds. It is a part of the public history of the country, of which the court will take judicial notice, that for the first \$36,000,000 of stock issued this company received less than two cents on the dollar, and that the profit of construction represented by outstanding bonds was \$43,929,328 34. These facts are disclosed by the report of the "commission of the United States Pacific Railway Company" in 1887, of which Mr. Anderson, one of the receivers in this case, was a member (See report, pp. 51, 137.) There would seem to be no equity in reducing the wages of the employes below what is reasonable and just in order to pay dividends on stock and interest on bonds of this character. The recommendation of the receivers to adopt their schedules cannot be accepted by the court for another reason. That schedule was adopted without affording to the men or their representatives any opportunity to be heard. This was in violation of the agreement existing between the company and the men, by the terms of which no change of the schedules was to be made without notice to the men and granting them a hearing. This was a fundamental error. The receivers should have given notice and invited the men to a conference even if there was no contract requiring it. In answer to this objection to their mode of proceeding it is said the order of the receivers and the order of the court extended an opportunity to the men to protest against the new schedules after their adoption. The men could have small hopes of a fair and impartial hearing after the receivers had prepared new schedules behind their backs, which were declared by the receivers and the court to be *prima facie*, just and reasonable. This was very much like first hanging a man and trying him afterward. It is small consolation to the victim of the mob to be told he shall have a trial after he is hanged. It is further said that the receivers had the right to renounce the old schedules and adopt the new ones because the old ones were mere executory contracts. There are some executory contracts which receivers may renounce, but they cannot claim the benefit of such contracts and at the same time renounce their burdens. This is precisely what was attempted to be done by the receivers in this matter; they renounced the old schedules and adopted new ones reducing wages, but seemingly with no idea of absolving the men from the duty of continuing to work and operate the road, for in their petition they ask that their schedules be confirmed by the court, "and all of

the said employes directed to conform thereto." The receivers were the first to break the contract between the court and its employes, but if the converse had been the case the court could not have directed or enjoined the men to continue in its service. Specific performance of a contract to render personal service cannot be enforced by injunction, by pains and penalties, or by any other means. For a breach of such a contract the only redress the law affords is a civil action for the damages.

The court is asked to apply to the employes in its service the principles of the early English statutes, which, by the imposition of heavy pains and penalties, forced laborers to work at fixed wages, and made it an offense to seek to increase them or to quit the service of their employer. The period of compulsory personal service, save as a punishment for crime, has passed in this country. In this country it is not unlawful for employes to associate, consult and confer together with a view to maintain or increase their wages, by lawful and peaceful means, any more than it was unlawful for the receivers to counsel and confer together for the purpose of reducing their wages. A corporation is organized capital; it is capital consisting of money and property. Organized labor is organized capital; it is capital consisting of brains and muscle. What it is lawful for one to do it is lawful for the other to do. If it is lawful for the stockholders and officers of a corporation to associate and confer together for the purpose of reducing the wages of its employes, or of devising other means of making their investments profitable, it is equally lawful for organized labor to associate, consult and confer with a view to maintain or increase wages. Both act from the prompting of enlightened selfishness, and the action of both is lawful when no illegal or criminal means are used or threatened.

It is due to the receivers and to the managers of this property to say that they have not questioned the right of the labor organizations to appear and be heard in court in this matter, and what they have said about these organizations has been in commendation of them and not in disparagement. Men in all stations and pursuits in life have an undoubted right to join together for resisting oppression or for mutual assistance, improvement, instruction and pecuniary aid in time of sickness and distress. Such association commonly takes place between those pursuing the same occupation and possessing the same interests. This is particularly true of men engaged in the mechanical arts, and in all labor pursuits where skill and experience are required. The legality and utility of these organizations can no longer be questioned.

The action of the receivers is objectionable upon another ground. It would be difficult to devise any action better calculated to provoke a "strike." The method of adopting the new schedules was calculated to arouse resentment in the breast of every self-respecting, intelligent and independent man in the service. While they might have been willing to acquiesce in the reduction of their wages, they were quite sure to revolt against the manner of doing it. Whatever may be the legal right of a railroad corporation to reduce the wages of its employes or discharge

them in a body without giving them an opportunity to be heard, a court of equity will not act in that manner or approve the action of its receivers who have acted in that manner. The receivers, no more than the court, should have undertaken to determine what wages were just and reasonable without giving the men an opportunity to be heard. It is fundamental in the jurisprudence of this country that no court can rightfully make an order or render a judgment affecting the rights of one who is absent and who has had no notice. The requirement that the court or any other tribunal shall hear before it decides is much older than Magna Charta or our constitution. It was written in the book 3,000 years ago that "He that answereth a matter before he heareth it, it is folly and shame onto him."

A further and conclusive answer to the contention in favor of putting the receivers' schedules in force is found in the fact that Mr. Clark, the only one of the receivers who is a practical railroad man, testifies that they ought not to be put into force without "some modifications."

As a result of the old code of rules and schedules this company has been able to bring about into every branch of its service, at reasonable cost, intelligent and capable men who have carefully guarded and protected its property and business interests until the train service upon the Union Pacific is to-day equal to any of the great railway systems of the country. Upon the question of the reasonableness of the old schedules we have had no trouble in coming to a satisfactory conclusion.

The record shows that all that portion of railroad mileage where excess mileage has been allowed runs through either a mountainous or desert country, where the men engaged in the operation of trains have to contend with heavy grades, and where the winters are long and often severe, and where the hazard of operating is necessarily greatly increased. There is practically no agriculture and the cost of living is much greater than in an agricultural region. As stated by Mr. Dickinson: "It is a pretty tough place to live." The system of paying excess mileage, Mr. McConnell testifies, has been in vogue ever since the road was built, and was allowed because the company had difficulty in obtaining men who would stay in that region of country. If this system was a good thing for the company when operating the road, it is a good thing for the court when operating the road. As a result of this system men of intelligence and character have been induced to enter the service and to establish permanent homes in regions of country where there is practically no business except the business in which they are engaged, and where, for many reasons disclosed by the evidence, it is not desirable to live. A system of rules and regulations by which the company has been able to bring into its service and retain for twenty five years, in some instances, the class of men who have appeared before the court at this hearing, is certainly commendable, and meets the entire approval of the court.

In the opinion of the court the allowance made by the schedules now in force is just and equitable when all the conditions are considered. The employees, under the present system, share the burdens of diminished business. They make

less mileage and get less pay per month. The rate now paid is not higher than the rate paid on other lines operated through similar country and under like conditions, and, in the opinion of the court, is not higher than it should be for the service rendered.

Some of the employees with large families to support are seldom more than a few days wages in advance of want, and if their present wages were materially reduced they could not live. The highest and best service cannot be expected from men who are compelled to live in a state of pinch and want.

It is a gratifying fact that the officers and representatives of the labor organizations of which the men interested in this hearing are members have unanimously assured the court that whatever judgment is rendered in this case will be accepted by the men as a settlement of the dispute, and that in no event, after such a hearing as has been accorded to them in court, will they "strike." We are confident these assurances will be kept.

When property is in the custody of receivers the law declares it to be a contempt of the court appointing them for any person to interfere with the property or with the men in their employ. No injunctive order can make such unlawful interference any more of a contempt than the law makes it without such order. Such orders have an injurious tendency, because they tend to create the impression among men that it is not an offense to interfere with property in possession of receivers or with the men in their employ unless they have been especially enjoined from so doing. This is a dangerous delusion. To the extent that a special injunction can go in this class of cases the law itself imposes an injunction. For this reason no injunctive order will be entered in this case.

In conclusion we may be indulged in giving expression to the hope that in future differences about wages between courts and their employees, at least—and we would fain hope between all employers and employees—resort may be had to reason and not to passion, to the law and not to violence, to the courts and not to a "strike." It is a reproach to our civilization that such differences should result, as they often have, in personal violence, loss of life, destruction of property, loss of wages to the men and loss of earnings to the employer, and, when they occur on great lines of railroad, great damage and inconvenience to the public.

An order will be entered in the district of Nebraska continuing the present schedules (subject to the modification as to delayed or over time) in full force and effect and setting aside the order made by this court on the 27th day of January, 1894.

Also an order directing the receivers to cause 500 copies of a complete record of this cause, including the pleadings, evidence, opinion and orders entered in the several districts, printed and distributed as provided in the order.

Also an order requiring the receivers to pay the expenses of employees attending the conference ordered by the circuit judges and while attending this hearing.

An order will be entered in the districts of Colorado and Wyoming modifying the orders en-

tered in those districts on the 26th and 27th days of February, 1894, to conform to the order now entered in the district of Nebraska, relating to the rules, regulations and schedules of pay.

We of course concur in every opinion expressed, and we hope that organized labor will not be insensible to the importance of the precedent established, the far reaching effects of which cannot now be estimated, if they can even be conceived. We were indeed fortunate in having this hearing before a judiciary eminently just and fair and wholly fearless, as well as no respecter of persons. We do not doubt but that the doc-

trine here laid down will be accepted generally as good law. If so, it is but a step farther to bring these controversies into the courts for adjudication when the property whose interests are involved is not in the hands of a receiver. If the aid of the Inter-State Commerce act can be invoked by a railway company to prevent its men from making trouble for the road, why should not the men invoke the aid of same law in their interests? The interests of the people in the uninterrupted movement of Inter-State Commerce are equally at stake.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, April 1; Expires May 31, 1894.

Assessment No. 279 is for death of H. H. Lohman, Feb. 14.

BENEFITS PAID DURING MARCH.

Ben. No.	Ass't No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Ser-ies.	DIV.
656	275	\$3,000	Death	H. Dixon	Bronchitis	3599	C	3
657	275	3,000	Death	H. W. Adkins	Accident	3602	C	89
658	275	3,000	Death	W. I. Barnes	Accident	541	C	304
659	275	5,000	Death	W. R. Sykes	Accident	47	E	304
660	276	3,000	Death	O. S. Tousey	Snicide	1963	C	2
661	273	1,000	Death	P. A. Deltgen	Accident	2549	A	337
662	276	3,000	Death	J. K. Webb	Accident	2716	C	125
663	274	2,000	Death	J. W. Atwood	Accident	41	B	55
664	278	2,000	Death	W. H. Prinz	Accident	1062	B	187
665	276	3,000	Death	S. W. Mitchell	Pneumonia	1121	C	148
666	277	3,000	Death	R. B. Chenoweth	Congestion	1956	C	58
667	277	3,000	Death	T. A. Sellers	Pyæmia	2198	C	208

NUMBER OF MEMBERS ASSESSED.

Series A, 4,582; Series B, 2,603; Series C, 4,870; Series D, 372; Series E, 91. Amount of assessment No. 279, \$26,341. Total number of members 12,774.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to February 28, 1894.....	\$1,502,471.00
Received on Expense Assessments to February 28, 1894.....	25,995 00
Received on Applications, etc., to February 28, 1894.....	26,209 66
	\$1,554,675 66
Total amount of benefits paid to February 28, 1894.....	\$1,491,376 00
Total amount of expenses paid to February 28, 1894.....	57,878.06
Insurance cash on hand February 28, 1894.....	5,421.60
	\$1,554,675 66

EXPENSES PAID DURING FEBRUARY.

General expenses, \$9.25; Assessments refunded \$18; Postage, \$333.50; Incidental, 45c.; Salaries, \$376 67; Fees returned, \$9; Stationery and Printing, \$65. Total, \$811.87.

The above amounts were paid out during the month but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 275 to March 20.....	\$24,111 00
Received on Assessment No. 276 to March 20.....	12,526 00
Received on Assessment No. 277 to March 20.....	3,174.00
Received on Assessment No. 278 to March 20.....	2,979.00

WM. P. DANIELS, Secretary.



OBITUARY

McLean.

The home of Bro. F. J. McLean, Chief Conductor of Division No. 106, has been desolated by the death of his youngest child, Ruth. The funeral was held Sunday, March 18, and the members of the Division gave evidence of their sympathy in a beautiful floral offering.

Corliss.

Division 335 is in mourning for the death of Bro. Wm. Corliss, who was killed while coupling cars in the C. & M. yard at Concord station. Bro. Corliss had been a railroad employe for more than six years and was very popular with his fellow workers, all of whom extended their most sincere sympathy to the bereaved family. The funeral was held in Haverhill, N. H., and was largely attended by railroad men and the U. O. P. E., of which order he was a member.

Johnston.

At a recent meeting of San Gabriel Division No. 256, resolutions were adopted expressing their sympathy with Bro. W. L. Johnston in the death of his wife, Mollie, aged twenty-five years. "A true wife and devoted mother,"—no higher eulogy can be pronounced on any woman. Two little girls and one baby boy are left with their father to mourn her loss.

Debray.

On the 25th day of March, 1894, Bro. Scott Debray met his death by being thrown under the cars while in the discharge of his duty in the Harrisburg yard. The mysterious way in which he met death makes it very sad, indeed, as no person seems to know how it happened. He had been a member of Dauphin Division 143 for a number of years and on April 1st the Division took proper action on the death of the Brother by appointing a committee to draft resolutions of respect and sympathy, a copy of which will be sent to the bereaved wife and children.

Stamper.

Bro. Wm. Stamper, one of the charter members of Division 103, was fatally injured while in charge of his train at Clay City, Ky., on March 17 last. There is a high platform at the station mentioned which clears only a few inches and Bro. Stamper was caught by it while standing on the front end of his caboose and rolled under the wheels, sustaining injuries from which he died the next day. Deceased was 52 years of age and had been in railroad service 27 years, a great portion of that time having been spent in the employ of the J. M. & I. Ry. He leaves a wife and one child, to whom the sincere sympathy of all will be extended. The funeral was held at New Albany and was largely attended by the Order and by members of the Knights Templar and I. O. O. F. Bro. Stamper was one of the most popular and most efficient members of 103, and his death leaves a vacancy in the ranks of that Division that will be difficult to fill.

Gilbert.

For the first time in its history death has invaded the ranks of Gogebic Division No. 253, taking with him our esteemed brother, Charles Norman Gilbert. His death was caused by injuries received in the performance of his duties at Ellis Junction, Wis., on the M. & N. Division of the C. M. & St. P. Ry. at 2:30 p. m., Feb. 28. He was about to couple his engine to the train when he discovered that the link in the tender would have to be changed to draft iron in car, and while attempting to do this slipped and fell, the wheels of the engine passing over both legs. As soon as possible after the accident he was taken to Marinette, Wis. His wife, who was at Green Bay, where he resided, was accompanied to Marinette by Bro. Wm. Woolford. They arrived two hours and forty-five minutes before Bro. Gilbert died. He remained conscious to the end and passed away in his wife's arms. The funeral was held in Ashland Sunday, March 5, under the auspices of the O. R. C. and K. of P., deceased having been an honored member of both organizations. He was a loving and devoted husband and a loyal Brother, one whose death will leave a permanent sorrow wherever he was known. Unfortunately, he was not a member of the Benefit Department, and his wife is left without means of support aside from the ministrations of friends who surround her in this time of trial. The members of 253 feel themselves under many obligations to the Brothers of Milwaukee Division for the kindly and thoughtful services they rendered our Brother and his sorrow-stricken wife.

Wright.

Mrs. Ettie Wright, beloved wife of Bro. W. J. Wright, Secretary and Treasurer of Division 116, died at their home in Tyler, Texas, March 27 last. The funeral was held at Mineola the following day and was largely attended. By this death Bro. Wright has been deprived of a true and loving wife and his two little ones of that princely treasure, a mother's love and guidance. No greater loss can come to any family and the kindly and heartfelt sympathy extended the bereaved ones by the members of 116 will find echo in the heart of every Brother.

Mullin.

Bro. E. Mullin, of Grafton Division No. 190, has been doubly bereaved by the death of his wife on January 12 last and by the death of his son only eight days thereafter. At a subsequent meeting of his Division resolutions were adopted expressing the sympathy of all the members with him in this great affliction, and in this the Order generally will join.

Rainey.

The home of Bro. J. J. Rainey, of Division 133, has been desolated by the death of his wife, who was called from him on Feb. 21 last. This death leaves two small children without a mother's loving care and guidance. To the bereaved husband and little ones will go out the sincere sympathy, not only of the more immediate friends and Brothers, but of all to whom their grief is known.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, MAY, 1894.

NO. 5.



CONTRIBUTED.

BREAD'S BONDS.

BY FRANK A. MYERS.

CHAPTER IX.

MANLY CONTEMPT.

It was early morning when Tillie arrived at the home of her Uncle, John Emmet. The family was surprised, but pleased to see her.

When she had partaken of a good, refreshing breakfast with the family, and informed them of the health and happiness of her family, she disclosed to her attentive uncle her mission there. With some halts and breaks and retracings to gather a lost thread here and there, she told the story of George's arrest. The wise uncle, a man of keen penetration, understood. She need not tell the relationship that existed between her and George.

"Never mind," he said easily and with a kindly smile, "never mind. We will fix all this tangled snarl to-day, and George will be a free man before night."

She was not as sanguine as he was, but his declaration gave her so much comfort. Her answer was:

"I hope so."

"No doubt of it in the world."

He went forth from the house, and no one saw him till his return at the time of the noonday meal. Then he announced:

"I have seen George Wilmer. I must say first that he is a noble fellow. He could scarcely be-

lieve that I, a perfect stranger, was there in his behalf. When I told him that I was your uncle and that you were at my house, he saw through it. He knew you had sent me. He is not in jail, but he is kept in durance vile in one of the offices and one of their hired police officials stands guard over him. They do not intend to prosecute him, for they have no legal charge to prefer against him. I went to the president, Mr. Manager, and told him they would better discharge him and send him home or they might get themselves into very serious trouble over this affair. He was foolish enough to state that they did not intend to prosecute him, but arrested him simply to scare the others at Marshall and break up that little secret organization. Then I scared him by saying that George could turn the tables on them and arrest all of them for conspiring to imprison him falsely. My interest in his behalf scared Mr. Manager. He told me they would release him at once, provided I would not push this matter any further. Of course I could agree to nothing of that sort. George has a good case against them, if he desires to prosecute it."

"Oh, I'm so glad," cried Tillie in extreme delight. The sun had burst through the dull, leaden sky brighter than ever. Uncle John was the greatest man that ever lived—except George Wilmer.

"I shall be proud to have so fine a fellow in the family," laughed Uncle John. It pleased him to see her blush deeply.

"And—I too," returned Tillie under a sudden inspiration and looking up archly and with elevated brows.

In a few minutes after they had finished this midday meal, Mr. Emmet announced that he was going out to bring back George. His twinkling eyes rested on Tillie, who enjoyed his good-natured jesting and lightsome spirits. Around him everything moved in a circle of peace and contentment. The very elements of his nature were of the old-fashioned geniality and happiness.

The first thing he did when he departed from the house this time was to send a telegram to Tillie's parents, stating that she was safe and sound at his home and would not be at home till the next day. She had confessed that she left home without the consent or knowledge of her parents, leaving only a brief explanatory note behind, and this telegram was simply to inform them of her safe arrival at his home.

This social duty dispatched he proceeded straightway to the office of Mr. Manager. A few very pointed words to that gentleman—yes, let us call him that this one time yet—induced him to surrender George to Mr. Emmet without asking any questions. When George was brought into the office and made acquainted with the fact of his restored liberty, he turned to Mr. Emmet and said:

"To you, my dear friend, I am profoundly grateful. I can only wish for your life to be full of such joys as it would have were you to have the power to order them. But this man," turning to Mr. Manager with a dark scowl on his manly face, "but this man I have no wishes of any kind for. He has sought to ruin me, but I am not so contemptibly mean and so wholly lost to my own sense of self respect as to desire even to curse him."

This was the bitterest reproach this man ever felt. He knew he had earned the vilest hatred and most profound anathemas of George Wilmer, and because that gentleman had the grand manhood to withhold all this he felt his own puniness in the presence of such a superior nature. Even Mr. Emmet was surprised at this rare exhibition of genuine nobility. Mr. Manager was so disconcerted and stunned that he could not find words for a response, and he saw them depart with not only a sense of shame but a feeling of regret.

When they arrived at Mr. Emmet's home, Tillie, unable to restrain her gladness, rushed up to

George and holding out her hand looked up confidently in his face and said:

"Free—free, once again!"

"Yes, free again. To you and Mr. Emmet here I owe an everlasting debt of gratitude."

They were persuaded to remain until the next morning before starting back to Marshall. Mr. Emmet explained that he had sent a telegram to Mr. Dillingham and they would not now be uneasy in the least at Tillie's absence.

The magnanimity of George Wilmer was still further demonstrated by his disinclination to prosecute the company that had tried and signally failed to do him irreparable injury. Mr. Emmet declared that in all his life he had never found a man before who was framed on so broad and forgiving a basis. This man of law offered to prosecute the case for nothing, if George would consent to it, but the victim of perjured villainy said he would consider the matter and later would say what he would do.

They spent a very happy evening with Mr. Emmet's contented, charming family.

CHAPTER X. POSTPONED.

Very early the next morning George and Tillie bade the family of Mr. Emmet good-bye—gratitude and love predominant elements in their hearts—and took the first train for home. George held the hand of "Uncle John"—soon to be—a little longer and a little more warmly than he usually did others on such occasions, and remarked:

"Some day I hope to be able, Mr. Emmet—he wanted to say "Uncle John," as Tillie always called him—to entertain you at my home as a specially honored guest. I never shall forget your disinterested kindness to me."

"Not at all, sir; not at all, my good fellow. I am glad I was able to help you. But I shall be glad to visit you in your own home—where Tillie shall preside with such becoming grace and fitness."

Tillie's large blue eyes, encircled by a liberal aureola of white, lifted blushing to her uncle's. They were off.

Once seated comfortably in the car, that whirled through green fields and past echoing woods everything fresh with the invigorating dews of the morning, they looked out upon the passing panorama with a delight that can only be engendered in a heart unspeakably full of tender love. What tremendous glories there are in this beautiful world of ours, if only the eyes and heart are open to behold them. George free, returning home, happy in each other's presence—why should not heaven have been let down to them

during the silent night when they slept, and perchance dreamed

"I'm thinking of you, Tillie," said George, leaning toward her in the car seat so as to be easily beard. At least George would like to have this said as the reason for his leaning his shoulder against hers. Everybody knows what dual reasons are in his mind for all his love acts—the real, and the one as an explanation to others

The look she gave him as she made return spoke more to his eager soul than her actual words:

"And I of my successful, romantic journey in your behalf. I acted on the spur of the moment."

"Do you regret it?"

"O, no, no! I only regret the necessity that forced me to leave home secretly and without telling even father and mother."

"That—O, that is a small matter, easily remedied."

"I hope so"

"I know so. It was the grandest act of your life. Can I ever forget it? It proves you the rarest of gems. I'm proud of you, proud of your independence to act on your own conclusions when an emergency arises."

"I was afraid you would not look at it that way. If you approve of it, it is all right."

"You never did a nobler thing."

Thus the conversation ran on for a long time. They were so absorbed in a sweet, selfish love—all love is selfish—that they forgot the glories of the green fields, the solemn woods, and the brilliant sunshine. At that moment they were not living in the macrocosm but in the microcosm of self. Life was sweet. As they neared Marshall, reverting to the practical affairs of life, George said:

"I shall now be obliged to leave Marshall in order to find work. Of course I can't get work there now." This was said sadly. It meant parting from the sun of his life, the dear one of his heart. She had not thought of it before, and the announcement fell upon her like a heavy blow. Tears came to her eyes as she asked:

"Where will you go?"

"I don't know yet. Perhaps to Chicago. And it may necessitate a postponement of our wedding."

"My love will go with you," she uttered, with heroic self-sacrifice. "Whatever has to be I patiently submit to." This was said with such characteristic reserve force that it encouraged him.

"I felt assured I could rely on you. When I get a new place and save a little money ahead I

shall come to claim you. It is hard to say this—to leave you—but it must be done. I cannot remain idle.

"Go, and my poor blessing go with you. And if the test of absence affects our love for the worse, it is not a worthy one. In my school days I received a merit card from one of my teachers and it had these grand old words on it:

'Tis said that absence conquers love,

But oh believe it not!

I've tried, alas, its powers to prove,

But thou art not forgot.'

I may say that I have not tried to forget you, but I know that absence conquers not love."

"I was just wondering whether you tried to forget me."

Despite the serious subject both smiled. It was a golden journey together, just after the clearing away of the dark cloud, that they never forgot, and years afterward talked about it with refreshing enthusiasm.

When they reached home, Tillie explained the whole thing to her parents, and they forgave her. When Mr. Dillingham heard the whole story he "guessed" she was not much to blame, from her standpoint, for going away without telling him about it first. He didn't know but he would have withheld his consent, but now—well, it was all right

As soon as Belle Grayson heard that Tillie was at home—how quickly gossip spreads in a small town, where everybody knows everything—she ran over to see her.

"O, Tillie you naughty thing! You ran away and didn't tell me!" she exclaimed as she beat her over the shoulder playfully.

"Couldn't help it—had to," she laughed back, while shrugging her shoulders.

"And George is at home, too?"

"I brought him along."

"You went to get him out of the ugly claws of the wicked company, and succeeded."

"Uncle John did."

"You told Uncle John to?"

"Yes."

"Sweet girl!"

"I couldn't help it. A blind impulse drove me to it."

"The blind cupid."

"Perhaps."

"Perhaps! Rather of course. Hasn't Shakespeare or some other fellow said,

'Love is blind, and lovers cannot see?'

Of course he has."

When these two confidantes were together they never knew how long they talked.

Tillie explained that George was going away to find work, and that therefore their wedding was indefinitely postponed. They sighed over this distressing hitch in the smooth course of love, but Belle found some consolation in it for reasons which the reader knows.

CHAPTER XI.

POSTED.

When William D. Robinson heard of the arrest of his friend George P. Wilmer his indignation knew no bounds. He used some pretty severe American adjectives to express his contempt for the soulless corporation that would do such a mean, scurvy act, an act that true manhood spurned with righteous disdain. He was in Cleveland, Ohio, at the time, and he sat down and wrote George an encouraging letter, saying that the blood of the martyrs is the seed of success and that a more glorious day was dawning for oppressed labor. The incident of the arrest and persecution of George he used with good effect wherever he went. In the letter he wrote that he was meeting with wonderful success in organizing the engineers into a bond of unity that would greatly improve the respect for them and their business and in time enhance their wages. This labor prophet, this father of the order of Locomotive Engineers, spoke more wisely than he was given credit for. But the founder of the Brotherhood saw further and deeper than the mere surface indications.

About this time he found that his name was coupled with that of Wilmer's upon the proscribed list of working men. In brief, as it is called now, these two valiant, self sacrificing men were blacklisted. Robinson especially was "posted" as a dangerous man; an "agitator," and engineers were positively forbidden, under pain of peremptory dismissal, to carry him on their engines. The viciousness and maliciousness of the railroad officials hounded him at every step, and he encountered indescribable difficulties as a consequence. But he never yielded. He went on with a brave heart and a daring spirit and did his invaluable work, which to-day is a monument of glory to his memory.

An affectionate good by was exchanged between George and Tillie, and he set out for Chicago with a determined purpose to find work. But when he reached there and applied for work, he discovered that no one would have him. Everywhere he went he met with the same refusal—rebuff—when he disclosed his name. With a sort of fear and trembling the men at labor themselves turned away from him. He had been "posted," too, and the effect was very apparent.

What could a blacklisted, proscribed labor-seeker do? With weariness and disgust he sat down and wrote the case to Tillie. He tried to suppress his feelings, but they insensibly appeared upon the written page. The story of his seeking work and the refusal that the announcement of his name brought in every instance were told with not a little pathos, but he declared with intuitive vigor that there was work for him somewhere and he would persist till he found it.

From place to place, a comet in the labor world, he went, but the managers of railroad industries everywhere had received a printed notice of the "posted" man and with disdainful disregard of human necessity turned him away.

"I will never change my name for the bread of favor," he mused, "and I shall not surrender my identity for all the corporations of the earth combined. It would be cowardly to kill my name for bread, and unfair to the brotherhood of man to yield at so petty-headed resistance."

At last he found work in Denver, and as he applied himself with an honest man's endeavor, day by day, his noted contentment came back, and he was himself again. It was a delight to write to "her" his pleasure in his daily labors and his hope that their separation would not be of long duration. Hope is one of the bright, eternal elements of frail human nature. It lifts the veil when darkness engulfs the despondent and reveals beautiful scenes just ahead. It is the deity within man, speaking of the glories of the future, and exorcising the imps of gloom and shadow.

Robinson, in his evagations about the country founding new lodges, met George in Denver. They went to one of the best cafes in that booming city and ordered oysters, which they partook of with a workingman's relish at the close of a day of useful labor. While discussing the meal and washing it down with a bottle of champagne, they conversed about the recent personal events of the past. For these two men to meet and converse was an infinite satisfaction. In a sense their troubles were mutual. Those who came and went saw them, but simply observed two men in animated talk under the glare of the yellow gas light. Now and then they were noticed to make their expressions emphatic by blows with clenched fists upon the table until the plates bounced and rattled.

"It is a damnable exercise of liberty," said Robinson, "that pursues a man in his honest efforts to secure work and defrauds him out of a living. Willing but powerless. It is an unmitigated crime these companies practice to bound a man to death. This bloody method of 'posting,' as it is called, must be stopped, suppressed. And

as a band of brothers we must stand together and by opposing end it. We must protect one another.

"I know—I have seen—I have *felt* the cursed vengeance of these hate-pursuing dogs of dreamless capital, and I say I shall oppose such black-listing methods as long as I shall live," said George in an angry rhetorical tone.

"The remedy is in union. I'm glad to say I am meeting with golden success. Every dog has his day, and it will not be long until the voice of labor will be heard and its curse will be respected. Labor is the salt of the earth; but if the salt have lost his savor, wherewith shall it be salted?"

"Labor is not conscious of its strength. It is a tiger chained so long that its native force is ground out of it. By the gods its helpless cries for mercy *must* be heard." George brought his fist down with vigor.

"The little germ planted in that dingy little back office in Marshall is growing like the stone cut out of the mountain, and it will roll down and fill the whole earth. I'm not merely speaking in tropes." Robinson saw into the misty future further than do most men these speculative days of the nineteenth century.

When these two labor apostles retired for the night, they felt as if they had found a resting place—the consolation of mutual sympathy in the dark hours of their toils in behalf of labor-en-slaved humanity.

CHAPTER XII.

L'ENVOY.

Christmas was near, and Tillie and Belle were both busy over their approaching nuptials. Both were to be married on Christmas, in the church—a double wedding. Their dresses were to be the prettiest ever worn by a bride in that town, and they gave much attention to the making and fitting of them, going to the dressmaker as often as three times a day.

The wedding supper was a union affair, and the covers were laid in Tillie's home. They believed in union, too—in a double sense on this occasion. Many guests had been invited, and they were planning a *recherche* affair. It was to be the greatest social event that had ever occurred in that town.

Duties unexpected crowded thick and fast upon them, so that they were too busy to think much about the culminating event before the altar when they should solemnly plight their vows of love to the young men they had consented to marry. They would think of that when the awful moment should arrive.

There were cakes and pies to bake, and a turkey

to be dressed and roasted, and oyster dressing to be prepared, and blanc-mange and Charlotte Russe and cookies and cranberries and jellies and many other delicacies to be arranged for the extension table in the dining room, and they were flying about like a new cook, desirous of making a favorable impression, in a large western eating house. They were assisted by one of the best caterers in the town, and still they imagined they were doing most of the work in preparing this great, sumptuous feast. It was more the effect of the pressure of accumulating circumstances, however, than of real work.

On Christmas eve, just before retiring, these two young friends of ours stood beside the large table, now in position to receive the last prepared articles of the regale on the morrow. The table, adorned with snow-white linen, was between them, and the light of the gas above shed a bright lustre upon the scene. Two large collections of fresh flowers stood one at either end, and a large glass cake-stand occupied the center. A fine, iced cake lay upon the cake-stand, and a white linen napkin covered it. The two friends were well satisfied with the prospect. It was a beautiful scene.

"The dinner," said Belle, looking as blooming as a Vasar school girl, "will be a fine affair, and I think everybody will enjoy it."

"We certainly have taken pains enough to make it rich and palatable," returned Tillie, glancing over the table fondly.

"I'm glad the fuss and worry is about over."

"And so am I."

"This is our last evening alive," said Belle, with a laugh and a jesting motion of the shoulders, at the same time drawing up her eyebrows.

"What do you mean?" quickly inquired Tillie.

"O, only that we put off our honorable names to-morrow and take on new ones. Off with the old and on with the new," she uttered gayly as she whirled around in a waltz-like movement.

"You seem to think marriage a jest, Belle."

"But I do not by any manner of means. I regard it as the most eminent step in life—sometimes a fatal one. But what's the use of tears on a festive wedding occasion? Tra, la, la, la!" and she whirled around again several times more lively than before.

"I believe you are happy, Belle."

"Why not? Hain't you?"

"Yes, of course. But I don't feel *that* way."

For answer Belle sang softly:

"Mollie, put the kettle on!
Mollie, put the kettle on!
Mollie, put the kettle on!
And let's drink tea.

Sukey, take it off again!
 Sukey, take it off again!
 Sukey, take it off again;
 They're all gone away."

"What a little rowdy you are," cried Tillie, laughing till the tears brimmed her eyes.

"This is the last of Belle to-night. She becomes *Mrs. Carey* to-morrow."

"I'll be proud to be known as *Mrs. Wilmer*."

"And won't *Mrs. Carey* be glad to visit *Mrs. Wilmer* and gossip about the people of the town and repeat the 'latest news'? Tillie, do you think we'll ever dwindle down to old, wrinkled-faced, gray-haired gossips?"

"If we didn't know better, I'd think we would. I heartily detest a gossip."

"Wouldn't it be funny to see you a real *Mrs. Gadabout*?" Her ringing, merry laughter drove every shadow away from the heart of Tillie.

The two girls retired together.

Early on this merry Christmas morning, when the little children were examining their stockings to see what Santa Claus had brought down the chimney during the night for them and shouting in happy glee, and the elder ones were wishing each other a merry Christmas, these two bride-elect dressed themselves in their rich, elegant wedding gowns, fastened bride's roses in their hair, and were ready for the ceremonial part of this happy event. They were rosy pictures of health and happiness.

When the two couples marched slowly up the aisle of the crowded church, every neck was craned to see. The wedding march ceased as

they paused in front of the minister at the altar. The ceremony was short but befitting the solemnly grand occasion. And when they had quietly walked out again, everybody arose and followed after.

Never before was there such a grand wedding in that town. Everybody said they bore themselves with much graceful dignity and perfect composure. It was a nine-days wonder for the old, experienced gossips.

At the dinner table George Wilmer was most felicitous in his remarks, and he put everybody in a good humor. Belle felt proud of Sam Carey, who easily said as funny things as George. The feast was not only heartily relished by all but unstintingly complimented. Tillie and Belle exchanged knowing glances whenever anything good was said of the meal. O, yes, in that day and place they openly praised the good things they ate.

It was a happy wedding dinner.

Only a year or two ago George and Tillie were living in Chicago in their own little home very happily. Two interesting children blessed their home. George was a distinguished member of the Brotherhood of Locomotive Engineers. The order had acquired such recognition from railroad corporations that blacklisting was impossible. George always regretted that Robinson could not be present at his marriage.

The last we heard of Sam and Belle they were still living in Marshall, had a family of four children, were doing well, and were happy.

THE END.

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. FEEBLES.

CHAPTER IX CONTINUED.

By this time Labor, who had been working assiduously, paying no attention to the many around him, only to motion those aside that stood in his way, had finished working the ground up to the post. Now he laid down his working tools, placing them carefully in a pile, rolled down his shirt sleeves, wiped his grimy hands, shook the dirt from his clothing, and then took the package that had been placed on the top of the post.

In an instant he was surrounded by the crowd, who apparently had been waiting for this. Each one had his hand extended as he struggled and pushed to get near the Giant. All were talking, or rather shouting and in the clamor and din of

the many voices only one word could be distinguished by the watchers. The one word "give," appeared to come from every throat. The Giant seemed confused and stood still, holding the package tightly, covering it with both hands, while the noise and confusion increased. People came running from all parts of the park and the throng grew larger. A few stood aloof and looked on with eager looks; and some who lounged lazily under the shade trees smiled scornfully at each other and seemed to mock the efforts of the crowd; but they were few in comparison to the many that jostled each other in eager anxiety to reach the side of the Giant. Two men, (one marked "Employment Agent," the other

"Saloon Keeper") were endeavoring to unclasp the bands that held the package; and their "give, give!" rang clear above all the confusion. The crowd was composed of both sexes, and the women were as eager and as pushing as the men. One tall, lank, angular woman, with a severe and solemn countenance, marched around on the outskirts of the throng, bearing a banner, that she waved over the heads of the others. This sentence was inscribed in large, white letters on the blue ground of the banner: "Give to the Foreign Missions." Even Orthodox Clergyman had for the time laid aside his dignity, and although he stood on the edge of the crowd, his hand was extended and his "give" could be heard at times above the din. The tumult and noise increased as the Giant began to unroll the package, and after having pushed those away who had laid hold of him, he handed portions of it first to one and then to another.

The scene then became a pandemonium of shrieks, the ones who had received a portion being surrounded in turns by eager groups, and those who received from them became the center of another struggling knot of people. Several had taken hold of the chains and were apparently endeavoring to attract the attention of the Giant by pulling them. Two or three had grasped the one marked "Poverty," and one of these attracted their attention by the grim silence he maintained, while he clung with both hands, and shook the chain until they could hear it jangling above all the other noise. The word "Pawnbroker" was read upon his back.

The Giant finally held his empty hands above his head, as if to prove that all had been distributed. Some who were near him appeared surprised and disappointed; a few looked at him appealingly; others examined his clothing, feeling his pockets, and still others seemed angry and shook their clenched fists in his face while they appeared to threaten him; but the greater part of the crowd were gathered in little knots, pushing and struggling around those who had received portions of the packet.

Suddenly the crowd parted, as if by a preconcerted signal, and a lane was left open from the Giant to the stone cell. The Giant looked appealingly at those around him, and for the first time a look of horror and fear came in his face. He appeared to struggle; braced himself; dug his heels in the earth. To the surprise of the four watchers he began to move slowly forward through the open lane, but without taking a step. He struggled violently and evidently was impelled onwards against his will and by some unseen force. Interpretation whispered the word

"chains." They saw they were taut. The mystery of his movement forward was explained; the chains were pulling him to the stone cell. How they were fastened; what unseen power pulled them forward, were questions beyond their knowledge. The Giant struggled in vain, and after one cry for help, threw himself on his back and ceased to struggle. A bitter, sullen expression, with a convulsive twitching of the face, showed that former experiences had taught him the futility of all efforts to release himself. But few of the people present paid any attention to this strange scene; the greater part were yet surrounding those who had received portions of the package, either directly from the worker or from the subdivisions of it from others, and never raised their eyes. The ones who were sauntering on the lawns seemed to be utterly indifferent. The watchers were puzzled, and Philosophic whispered, "Perhaps they do not see him; he may be invisible to them as Interpretation was." But their guide pointed to several men, who were walking by the side of the Giant as he was being dragged over the sward. True, it could not be an invisible scene to the crowd. "Trade Union" walked disconsolately beside him, and frequently shook his head. Candid Observer was watching the scene with a look of commiseration. They even heard him murmur, "I'm sorry for the poor fellow." Two women followed the scene with eyes filled with tears, and men in uniform—marked "Police"—walked up and down the open lane with clubs in their hands to see that none intruded. As the Giant moved onwards the crowd closed in behind him. How it was accomplished; how the cell was opened; how it closed upon the sufferer the crowd prevented the four from seeing; but a groan assured them that the Giant was once more enclosed in the stone prison.

CHAPTER X.

It is night; absolute, impenetrable night; night in the depths of the dark, mysterious forest. Night, positive, not relative; for no reflected light from the sun glanced from the moon or came from the distant suns to lighten the heavy blackness. Silence has clasped hands with darkness, and drawn us within their embrace; we shudder at the touch. No cheerful night breeze ruffles the drooping leaves, plays caressingly with the overhanging foliage, or bows the heads of the tall weeds. You listen vainly for the hum and buzz of the flying insect, the chirp of the familiar cricket, the call of the night bird, the hoot of the distant owl, and the thousand other noises that make a night in the woods a concert of tuneless harmony. The atmosphere

seems thick, heavy and oppressive with its weight of darkness and silence; it seems to enfold you as a blanket; and instinctively you raise your hands to push it from you as if it was tangible. An indescribable sense of loneliness overpowers you. Speak, whisper, move, you can not. Some great crisis is at hand; some overwhelming calamity is impending; ages on ages have been ripening the spell that culminates at this very moment. Nature waits the signal, and as a breathless statue you stand waiting, dreading, fearing, hoping—you know not what.

“Nor eye, nor listening ear an object finds,
 ‘Tis as the general pulse of life stood still;
 And Nature made a pause—an awful pause,
 Prophetic of its end.”

But, hark! Listen! Surely a sound came. You shut your eyes involuntarily in spite of the intense darkness; and listen for the crash of fallen worlds. Again the sound; it is the murmur of human voices. The spell is broken. You draw a long breath of relief, and struggle to restrain a shout of laughter, as you wonder how it was possible for your imagination to play such a trick with your better judgment. A few steps through the underbrush and the voices become more distinct; another step, another bush pushed aside, and a glimmer of light from a camp fire gleams and dances through the brush like a thing of life.

In a little clearing, under the branches of a mighty tree, three men are reclining on blankets around the fire. One leans forwards and throws an armful of brush on the embers, and a moment afterward the bright blaze leaps up, twisting, twirling, crackling, with a loud hum that seems a shout of delight in conquering the all pervading darkness. By the increased light, we recognize our three travelers, Socialist, Christian and Philosophic. A few hours before we left the four watching the strange scene in the park; where, then, is the lively Onetax, and what has become of their strange guide?

As the flames leap higher and great bands of light shoot here and there between the openings in the underbrush we can recognize the spot. It is the same little glade they had left that morning; where the two had sat and thought for days over the mysteries of the imprisoned victim; where the two lost brothers had found them and where Christian had met the other travelers.

Novel writers and dramatists frequently use the conversations of the heroes to unravel the intricacies of the plot, and may not a truthful historian of more weighty matters use the same means?

“I cannot yet understand why Onetax should so suddenly determine to return home, and

abandon the exploration,” and Philosophic looked inquiringly at the others.

“He seemed dissatisfied from the time we accepted the services of the guide,” answered Christian. “When finding him determined to leave the forest immediately Interpretation kindly offered to guide him to the outskirts by the shortest route, you remember how fiercely he told him he could find his own way without a guide.”

“I was astonished,” said Socialist, “when he so abruptly told us of his determination to leave us. I begged him to remain, even bid him remember that he had railed at others for venturing a little way into the forest and then returning with no real knowledge. But I could not move him. He insisted he had discovered all that was necessary, his plan for clearing this waste away and releasing the giant was completed, all he desired was to gain a sufficient following to execute it. He would not even wait until morning, and refused to hear any particulars of the plan I had thought of. Telling me he had heard enough to know that I dreamt of overturning laws and customs that sprung from nature itself.”

“Let us hope that he may return home in safety,” said Philosophic. “He is a sincere man with unusual abilities, and had he the patience to thoroughly explore the mysteries of the forest, I would expect much from him.”

For a few moments nothing more was said, and the three looked thoughtfully at the little fire. The red, cheery blaze had sunk to a small, bluish flame; and its merry hum of applause had changed to an occasional snap and splutter of defiance at the darkness it could no longer penetrate.

“Do you think we will meet our guide again,” inquired Socialist. “It was a strange leave taking he made, after bringing us to the old camping place, saying we might see him in the morning or we might never meet him again.”

“I think,” said Christian, quietly, “it will depend greatly upon ourselves as to whether we meet him soon again, although he goes and comes strangely, and at the most unexpected times and places. I owe him my peace of mind, as well as my settled belief; but he would suddenly disappear at times when I thought I needed him the most. But I am beginning to believe,” he added with a smile, “that it was better for me to work my way slowly along by my own efforts, he always came to my assistance at critical times.”

The words of Christian seemed to confound his hearers, and in the dim light they looked at him with surprise, as if looking for a further explanation, but he had folded his arms and was gazing intently at the fading fire with an expression that

showed his thoughts to be wandering far away from his present surroundings.

"You did not recognize him, until he called himself Inner Voice," said Socialist, breaking the silence after a prolonged pause.

"He has many names and many forms, and, although I did not know him, I had been expecting to meet him at every step from the first moment I entered the unexplored parts of the forest," answered Christian. The latter saw that his companions wished to question him further, and said: "I will tell you all I know concerning our guide of to-day, when I relate the reasons that led me to undertake this journey, and explain, as I have promised, why I believe in the religion of Christ and why I have refused to change my name in spite of the many demands made upon me to do so." He looked at the others inquiringly as he continued: "Perhaps it is now too late, and you are tired? If so I will defer my account until to-morrow." The others replied that they preferred to hear him then.

Philosophic, it is true, looked worn and tired, the hardships and exposure of the preceding days told painfully on his weakened physical powers. Naturally delicate, his haggard face and drawn countenance showed that nature had, with him, almost reached the limit of her endurance. Nevertheless he joined Socialist in requesting their companion to fulfill the pledge he had given and relate his religious experiences.

Socialist heaped some heavy pieces of decayed wood on the fire, and arranging themselves on their blankets before the ruddy blaze, Christian commenced his narrative, to which the others listened in silent interest.

The account of Christian's life, his religious belief, and the reasons that led him into the great forest, demand a separate chapter. Before, however, we settle ourselves by the side of his companions, and unseen by them the narrator joins the two listeners, let us return to the fugitive Onetax; and using the prerogative of a historian, give a brief account of his after life and actions.

After two days of wanderings he emerged from the forest by accidently coming across one of the paths that wound here and there on the outskirts of the wilderness. On his return he gathered his friends and boasted a great deal of his trip, to which they listened with awe and wonder. He published several books that attracted much attention. He graphically described the depths of the mysterious forest, that checked and retarded the growth and progress of humanity, and wrote eloquently on the sufferings and wrongs of the Giant, denouncing boldly his oppressors. He still insisted that "free air" was the only remedy, that

it would make the sufferer happy and contented, and cause the forest to decay and waste away, and claimed that it would cause the chain marked "poverty" to rust and fall from the limbs of the worker. As to the one marked "competition," he insisted that it did the victim no harm, and rightly used was beneficial. He spoke of Socialist as a dreamy plodder, that he had left to wander in the depths of the forest, where he would probably perish from want and exposure.

It has been said that some personal friends of Onetax have privately besought him to renew his explorations, as a second trip might give him a different idea as to the utility of his remedy; but he treated this as an insult. Indeed, by a haughty and overbearing manner, he has already alienated many of his former friends, although he has at present many ardent admirers and followers. Some of his enemies have circulated the story that he found, while wandering in the forest, an old note book that had been lost by an early explorer, and that he stole from this the ideas that he has written of as his own.

But from the facts given in this history it is more than probable that his remedy is the result of the days of silent meditation passed by the two explorers in the little glade.

For the first time, the writer regrets that he is writing facts instead of fiction, recording real incidents instead of romances, otherwise he would gladly send Onetax a second trip into the forest, give him a wider, truer, broader view into the mysteries of the desolate wastes.

CHAPTER XI.

Christian began his narrative as follows:

"Both of my parents died while I was an infant, and I was taken into the family of my uncle, the father of my cousin, Orthodox Churchman, who, to render him full justice, treated me in all things as one of his sons. My cousin was nearly the same age as myself, and we shared religious instructions; but from the first there was a marked difference in the effects of the same teachings. Whether from natural perversity or from an instinctive groping after truth, I know not; but the main cause of all my boyish punishments sprung from asking irreverent and—as they were termed—blasphemous questions. I enquired why did God harden Pharaoh's heart? Why did He punish all the Egyptians for the sins of the king; and received for an answer a darkened bedroom and bread and water with ample time to think over my transgression.

If I turned to my cousin with doubts and queries, as one who might share my confidence, he had but one answer, and I regret to add that the same claim animates his belief to this day.

'If you don't believe all that is in the Bible, you will go to hell.'

The most dreaded dream of my childhood was being thrown into a pit of flames in spite of my cry 'I do believe.'

As I grew older I learned to stifle my doubts, but the study of the Bible—as the inspired word of the living God—became a painful task.

As I approached manhood and mingled with my fellow men, experience had a surprise for me. I believed that men—raised under Christian influences—rejected Christianity from one cause only, inherent wickedness; that they knowingly chose evil rather than good, deliberately refused the appeals of conscience, and more, that the fact was always acknowledged in hours of self-communion. But I met men of irreproachable conduct and moral life, sincere, true and devout men, who assured me that conscience had compelled them to relinquish a former belief in Christianity, and if I succeeded in reaching the confidence of these men I discovered invariably, it was the Bible and its teachings they rejected, and not the teachings of Christ.

The character of Jehovah had from childhood filled me with a repugnance that I had struggled against in vain. The God of Moses bore no affinity to the father of Christ. One was the divine protector of a tribe, a shield to guard and a spear to destroy all other nations; the other was a beneficent creator, the giver of life, a father to be trusted by all who bore the human form. For years the internal conflict went on. Reason rejected the infallibility of the Bible, while conscience clung to the words of Christ. Reason told me that the theology of the Mosaic age was now obsolete, and the morality of Israel took no account of other nations; conscience whispered that the religion of Christ can never grow old. Age cannot tarnish it, increased knowledge cannot weaken it, progress cannot destroy it, for it is a religion of purity and love. It cannot be improved, for a life short of perfection, is so far short of the Christian life. Yet such was the influence of my early teachings, I could not sepa-

rate the two. The one implied the other, they were two halves of one whole, the opposite and equal arms of the religious balance.

I cannot enter into any of the details of this long struggle, a struggle that awaits the Christian faith, and that will eventually sweep dogmas and creeds from the faith as the dust and ashes that defile the temple. The future must draw the lines between Christ and the Bible.

I must, however, explain the great step that led me from the darkness and doubt into the light of faith, and that forced reason to clasp hands with belief.

I asked myself the question: Suppose I had listened to the words of Christ? Suppose I had heard his doctrine from his own lips? Would I have followed him? Would I have the doubts that afflict me now?

I finally decided to take the Synoptic Gospels, and cull from them all the direct words of the Master; and then study the teachings of Christ free from all the comments of the apostles. He certainly gave his disciples authority to teach his doctrine; but gave no directions for them to write creeds or to compile a written guide. Let us take it for granted that they were honest in writing and recording the teachings of Christ. But whether they were divinely inspired or not, the words of Christ are sufficient, and certainly He completed His mission, and left no authority for any additions to the doctrine. For more than three centuries his words supported the faith, and primitive Christianity began to lose its pristine purity from the hour the Council of Carthage compiled a written word of faith.

When I had completed the selection, and had compiled a manuscript that contained all the recorded words of Christ, I commenced its study with the endeavor to forget that any other source of doctrine or belief existed, to forget entirely the old Bible and the balance of the new, and to eliminate from my mind all the teachings of childhood as well as the sermons heard in later years."

TO BE CONTINUED.

ECONOMIC DREAMS.

BY JOSE GROES.

Truth is one and indivisible. To strive for truth is to strive for happiness. That means to carefully weigh all that other men may have to say against what we ourselves assert, as the result of our investigations in this or that line of thought. Then, we should never forget that a mere assertion of our own, or from our opponents, is not going to have much influence in the advance of humanity. Assertions should rest on historical facts, or on natural laws, or on self-

evident principles, easily apprehended by most people because appealing to the plain common sense and experience of the bulk of humanity.

Two radical economic schools are now fighting for future supremacy in the life of nations. One of them proposes to simply socialize land rents. The other proclaims that nothing will do but the socialization of capital, and the destruction of rent. The latter school is attempting a pretty hard job, and we are sorry for the friends who are trying to get so much. They are bound to be disappointed, because wishing to obtain more than it is right.

The socialization of rent is strictly ethical, because rent is a social product. The socialization of capital is essentially unjust, because capital is the product of individual exertions through muscular and brain power, while rent is but the result of competition for the actual use of certain natural elements, indestructible in themselves. The destruction of rent, proposed by socialism, is then just as impossible as that of chemical affinity, because the result of social evolution. Socialism is, therefore, at war with ethical and natural law. No wonder that our socialistic friends are forever forced into wild assumptions, and bewildered by their own confusions of thought.

In the March number of *THE CONDUCTOR*, one of those friends asserts that "wages being governed by the necessities of the laborer, free land would not in the least improve his condition." About five lines below we are told that "wages are governed exclusively by the supply of laborers seeking employment," and, by emphatic implication, the natural necessities of the laborer have nothing to do with the wages. It is only the scanty necessities forced upon the laborers by the absence of free land, that rule wages, and so land monopoly is the bottom cause of all starvation wages, of all wages failing to represent the total product of labor.

Take now that beet sugar factory near Los Angeles, spoken of by our friend. We know that the profits of that factory are immense, although it only works a few months in the year. The *modus operandi* of all such and similar concerns is simple enough. Either the corporation or the principal parties have previously secured the control of most of the land from which the raw product can be had the cheapest that the factory needs for its operations. A portion of that land is used, and the rest is kept out of the market. That process, carried on all through the nation, evolves a mass of wage slaves. The factory near Los Angeles, like every other, can then fix the necessities of the workers, and so the wages, or

the prices to be paid by the raw products. Because even the bulk of our farmers are nothing but slaves, either tenants or saddled with mortgages and debts of all kinds.

Some of our brother reformers are bent upon looking into all economic phenomena through a key-hole, here and there—that one near Los Angeles, for instance. We prefer to kick the door wide open, and let the eye sweep through the whole landscape of the industrial fabric. Let, then, our readers ascend with us up to altitudes from which we may take a birdseye view of the whole nation, through general estimates easily apprehended by the average mind.

We may have the equivalent of 10,000 factories and commercial concerns of a certain importance, employing an average of 250 people each; average buildings and machinery worth \$500,000; average land value of land improved and in use another \$500,000, with at least \$500,000 in land value from land kept idle. Total, \$10,000,000,000 land values, \$5,000,000,000 improvements, and 2,500,000 workers—wage slaves—in the 10,000 factories or concerns. Back of those 10,000 large concerns we may have 500,000 stockholders, an average of fifty for each concern. Each one of them is more or less of a private capitalist and a private monopolist. That is what enables them to place part of their capital beyond their direct control, and under the management of a few officers with salaries that would make the old Persian satraps look foolish.

As a general rule our 500,000 stockholders in the 10,000 factories, etc., control at least \$60,000 private capital—say, \$20,000 labor created wealth, \$20,000 improved land values, and \$20,000 idle land values. Hence, individually or as members of corporations, etc., our 500,000 above mentioned chaps control, say \$15,000,000,000 labor-created values, \$15,000,000,000 improved land values, and \$15,000,000,000 idle land values. A little more or a little less, with none of the symmetry indicated, only to have the problem more easily grasped, would not change the essence of the actual facts by which alone our monopolistic capitalists, as a grand total, control our industrial fabric to-day.

Now listen to what that old crank, that crazy vagabond, the Single Taxer, has to say on the above figures, or any others that you may prove to be more correct.

The \$15,000,000,000 idle land values would become the property of our wage slaves, under the single tax, and that would be a clear loss to our monopolists. The process would be gradual, of course. In about twelve years most of our now wage slaves would have become capitalists. The

mere suppression of taxes on labor products would have placed in their hands not less than \$15,000,000,000 in actual capital, besides the free land in question, some of it subject to certain economic rent, lower than what the workers pay to-day to our monopolists. The latter who are to-day obtaining not less than \$2,000,000,000 per annum from monopoly rents and land sales, would lose, in twelve years, far over \$24,000 000,000 from that source alone, because land values are on the increase year after year.

The above totals are far from representing the grand shifting of values which would take place from the monopoly fund into the labor fund, in the course of twelve or fifteen years. We may give more details in future articles, of what a single tax social status would bring about. We do not like to give too much solid food at any one meal.

We now desire to call the attention of our readers to the absence of logic and business grasp peculiar to many of our socialistic friends. We don't doubt their good intentions; but regret, with a mixture of amusement, the hallucinations under which they labor. They insist upon the queer conception that the wagon can always control the team. The team is labor under freedom of contract, and so in free contact with well located land. The wagon is capital proper, the miserable plow worth \$10, useless unless a worker handles it all right, or the \$10,000,000 factory, useless also until connected with quantities of land, with coal, iron, timber, or capacity for use in some form or other, and also with 5,000 landless men begging for a job because literally kicked out of God's universe by the iniquity of human laws. And so with all other factories, great or small. And so with all big farms in need of large capital, and yet unable to produce one-third per acre of what the average worker can raise with but \$50 worth of tools. Are we not justified in calling that—Economic Dreams?

That the men whom we have educated for several generations should be more helpless than the savage, even with free access to all land, even with the skill they have acquired, and the few

hundred dollars that many of them have saved, that assertion alone proves that our poor socialists are sunk down into a ditch of despair from which none of their frantic efforts can bring them out. Our race would not be worth saving if it had sunk half as low as they proclaim or imply.

And what about that eternal song of, "Beware of rent, interest and profits?" They remind us of the average priest or minister howling to their congregations, "Beware of the devil, the world and the flesh!" Methinks that if we should be aware of our own selfishness, our desire to live at the expense of each other through laws of monopoly, the only real devil, that then we would never be troubled with the world and the flesh. The world would then be a group of men respecting each others' rights. The flesh would be the glorious earthly envelope of our glorious soul, in peace with God and humanity, and so enjoying the present glories of the present heaven on earth!

That shall be the case when we are aware of land rents not being pocketed by the wrong partner. Neither interest nor profits shall then trouble us any more, as socialists would see if they only could drop the spectacles of their own economic dreams!

The last preceding sentence was intended as the end of the article, when it comes to us, from first-class authority, a group of data on beet sugar factories. We have but seven of them. They produced about 44,000,000 pounds of sugar in 1893, nearly 80 per cent of that from the three largest factories, one of them being that near Los Angeles. The amount invested in the seven factories is about \$2,000,000. The protection they have received in the last four years alone, through bounties and duties, represents more than the \$2,000,000. The bounties alone for 1893 were \$860,000. The people have then furnished the whole capital of the seven factories, and more, too, in four years, through those methods of taxation which the single tax would suppress. And how dreadful that would be!

And still our capitalism does not represent class legislation, as some of our innocent socialists assert!

THE ESSENCE OF ROBBERY.

BY W. P. BORLAND.

Whenever by any means persons are compelled to deliver up to others any portion of their legitimate property without their full and free consent, or when they are compelled to deliver up property, or exercise labor, for the benefit of others

without receiving a complete equivalent therefor, they are the victims of robbery; no matter what name may be applied to the fruits of such robbery, or under what legal sanctions the process of robbery may be conducted. The essence of rob-

bery consists in taking without rendering a full equivalent, and it matters little to the victim what name is applied to the fruits of robbery, or what social or legal conventions may operate to render them legitimate, the effect on him, as a person deprived of what justly belongs to him, is the same. As long as the person robbed can be kept in ignorance of the fact that he is the victim of robbery he exercises no concern about the matter, and generally remains on the best of terms with his robber, but the moment he obtains knowledge, the moment it becomes clear to him that he is the victim of robbery, that moment he is seized with an uncontrollable desire to obtain justice, to procure his own from the hands of the robber, and he never rests content until it becomes clear to him that he has recovered his own, or, at any rate, put an end to the process of robbery, from the operation of which he was a sufferer. This principle of resistance to robbery is inherent in human nature; it is, in fact, the bottom principle of all civilization, of all progress. It is only as men have tamely submitted to robbery in some form or other that civilization has declined and nations have decayed and perished, and it is only as they have resisted, and rebelled against robbery, that they have advanced in civilization and sound national growth, and that men enjoy whatever measure of liberty they have today. Although this spirit of resistance to robbery is purely an expression of the ego in human nature, is wholly an egoistic principal in its primary development, there is no principle of altruism that is competent to subdue or nullify its action. No considerations of public, or collective, good—and such considerations have been urged with every show of reason and plausibility—have been of sufficient weight to suppress this egoistic sentiment so far as to hold altruistic communities together for any length of time, after any considerable number of their members have become convinced, whether rightly or wrongly, that they were being robbed, that they were being deprived of what justly belonged to them by the necessities of their compact. The historical evidence on this point is complete, and of the most convincing character; and it is a fact that, although socialists and those who magnify altruism delight to call individualism “an infernal doctrine,” socialism has gained strength only in the direction in which it has developed the ego and made concessions to the spirit of individualism. Were it not that socialism promises a better development of the ego, were it not for the contention that the socialistic regime alone is competent to guarantee complete individual liberty, socialism would be as devoid of life as the sphynx

of Egypt, and would scarce be able to number a corporal's guard, comparatively speaking, among its supporters. This fact—and I present it as a statement of fact, not a mere *obiter dictum*—is sufficient to expose the absurd inconsistency of those socialists who declaim against the principles of individualism; and the influence which gives prominence to the fact has an important bearing on the theories of socialism.

One of the bitterest criticisms directed by socialists against the present system refers to the use of money, in that by such use of money, and through the influence of what Marx calls “the fetichism of commodities,” the exploitation of the laborer is hidden from his view. By reducing his reward to the standard of a money payment the laborer is completely divorced from his natural relations with the product of his labor, and his real relation to the capitalist who employs him is concealed; it is made to appear that the laborer's wage is commensurate with the value of the labor he contributes to the productive processes, and the fact that he is, by the mere exercise of his labor, contributing surplus-value for the benefit of the capitalist does not present itself to his view. He (the laborer) receives the price of his labor in money, and the fact that he may reproduce this price by the exercise of but five hours' labor, while he actually works during ten or more hours for the benefit of the capitalist, is concealed by the appearance of equivalence which the money form of value establishes between his labor-commodity and the price he receives for it. His real relation to social production, as a creator of products, does not appear; he appears to work for so much money; and the value he creates in exchange for that money does not enter into his calculations at all, because the basis for such calculation is destroyed by the operation of the money form of value, which form is but the natural expression of the complete evolution of a system of commodity production—capitalism. There is a great deal of truth contained in this criticism. The money form of value does, certainly, conceal many irregularities; and what Carlyle called the “cash-nexus” is used to cover up injustice and establish many unnatural relations throughout the social organism. While it is true that the money form of value conceals injustice, it is my opinion that the socialists have unduly magnified the importance of the “cash-nexus” idea.

But it is not my purpose to state the basis of that opinion here. I have merely adverted to the idea for the purpose of calling attention to a particular development of its antithesis, which socialists will have to contend with, and which no princi-

ple of altruism is competent to override and put out of sight. Socialism proposes to get rid of the "fetichism of commodities," which is concealed in the money form of value, in the most effectual manner, by abolishing money entirely and establishing perfectly clear and distinct relations between the laborer and his product. Nothing can be simpler than the socialistic scheme of establishing the value of products on a basis of the quantity of labor-time required for their production, and awarding to each producer his proportionate share of such products as estimated by the same rule of value—the labor time expended in production. There is nothing ambiguous about such a scheme; the relations of the producer to his product stand out clear and distinct, and if he fails to receive the full product of his labor there is no unnatural value relation to cover up the fact and conceal it from his view. He will be able to instantly detect any irregularities tending to deprive him of the full product of his labor, and, whatever the necessities of the socialistic state, that natural spirit of resistance to robbery will assert itself whenever it shall appear to him, whether rightly or wrongly, that such irregularities exist. The establishment of this unambiguous relation has manifest advantages from many points of view, but from the point of view which concerns itself with maintaining the integrity of a purely altruistic commonwealth the advantages are not so manifest. In the first place, as I have before pointed out, in order to secure the free distribution of labor in a proper economic ratio with the demand for the various products, throughout the entire arena of social production, the socialists have been led into a complete abandonment of their theory of value. This result has come about as a concession to the principles of individualism; it is the only thing that enables socialism to maintain the faintest show of strength as a social theory, but, it must be remembered, that in abandoning their theory of value they have not appeared to do so. They still insist that labor-time is the absolute measure of value, and, although, when seeking converts from the ranks of the individualists, they descant on the obvious advantages which their organic programme presents for the preservation of individual liberty, and the fact that the law of supply and demand would be fully utilized by them for the purpose of determining the value of individual labor, they still, critically, denounce individualism as an "infernal doctrine" and pour out without stint the phials of their wrath upon the "iniquitous" law of supply and demand. Perhaps, in order to obtain a better development of the subject, and in order that there be no mistake

concerning the socialistic position, it would be well to present an authoritative utterance on this point. I know of none better than the following quotation from the work of M. Deville, Marx's French commentator, which I quote at second hand, as the original work has not yet, to my knowledge, been translated into English, and I am unfamiliar with the French language:

"It is, in the same way, by exciting self-interest that we shall secure the performance of labor especially dangerous or repugnant by an increase being made in the price of an hour of ordinary labor. It will be laid down, for example, that four hours devoted to these ungrateful tasks will be equivalent to six or seven hours of common labor. In all this, moreover, there will be nothing laid down arbitrarily; the difference, for the same gain, between the time employed in ordinary labor and that employed in disagreeable labor, will vary in accordance with the supply and demand of labor belonging to the last category."

Observe that it is upon the "exciting (of) self-interest" that the socialists rely to secure harmony in the economic adjustments of their Co-operative Commonwealth. Quite an anomalous condition of affairs, certainly, when it is considered that "self-interest" is indicated as a monster that has been the author of all the terrible evils which are present in the society of to-day. The nationalists carry their concession to the spirit of individualism to the absurd extreme of reducing the day's labor even to the insignificant length of ten minutes! whenever it shall appear necessary to secure the free movement of a body of laborers towards a particular industry. However, the nationalistic application of Marx's theory of value is in some respects unique, it is all their own, and they are really more logical than their European brethren, but it is the socialistic theory proper, in its effect upon the individual, that I shall consider before alluding specifically to nationalism. The effect upon individual workingmen of establishing a disproportion between the number of hours worked in different occupations, for the same reward, will appear clear enough to those who think sufficiently about the matter, in the light of a full understanding of all the circumstances surrounding the producers of wealth. It is, of course, to the interest of each worker to reduce the period of labor in his own particular occupation to the lowest possible point, and also, to establish as great a disproportion as possible between the period of labor in his own occupation and the period in all other occupations, in favor of his own occupation. This, because of the fact that the greater the disproportion that existed in favor of a particular occupation the greater would be the reward, proportionate to the reward in other occupations, which the worker in such occu-

pation would receive for his hour's labor. Here is an element of discord and rivalry that would surely make its appearance, and which would surely tend to disrupt the harmony of the socialistic state and render its task of carrying on the productive processes by the free movement of individual producers one of considerable magnitude, to say the least. The worker who received a definite quantity of his own product, cloth for instance, in exchange for the exercise of five hours' labor, would be liable to look with suspicion on the producer, of iron, for instance, who secured an equal quantity of cloth in exchange for but one or two hours' labor; and he would certainly entertain the feeling that he was being robbed, by reason of the existence of this condition, unless it could be made perfectly clear to him that the ironworker's product was, justly and actually, four or five times as valuable as his own. There is no ambiguous form of value to cover up the relations of the producer to his product; the clothworker receives a definite quantity of cloth solely for the reason that he has contributed five hours of his labor-time to the process of social production, and the ironworker receives the same quantity of cloth for the sole and only reason that he has worked during one hour's time in the process of social production. There is the issue squarely made up between the two sets of workers. The value relation is clear and distinct, and there is no way to cover it up. The ironworker gets five times as much cloth for his hour's labor as the clothworker gets, and the clothworker is only able to procure one-fifth as much iron for his hour's labor as the ironworker can secure. It is to the clothworker's interest to reduce this ratio of exchange as much as possible, while it is to the ironworker's interest to maintain or even increase it. The ratio may be reduced by reducing the period of labor in clothworking or increasing the period of labor in ironworking. Either of these measures the ironworker will resist, since the one will tend to reduce the quantity of cloth he can get in exchange for his hour's labor, and the other, in addition to the first result, will make his period of labor more exhausting and onerous. Here will be an occasion for the exhibition of the deadly strife and competition between the diverse sets of workers throughout the socialistic state, which socialists now so roundly condemn and which they so confidently predict would be destroyed by the application of their theories.

It may be urged that the good of the entire social body would be the paramount consideration in the view of the workers, which would induce them to acquiesce in the disproportions estab-

lished between their various products and labors; and that self-interest would occupy a subordinate position instead of being the ruling consideration, as now. But socialists are hardly in a position to urge this point, seeing that the disproportions themselves are allowed for the very purpose of "exciting self-interest" and bringing it to the front. Theoretically, the problem would work itself out without friction, by the free movement of workers between the various industries tending to establish equilibrium. But here, again, the practical operation of this free movement might differ vastly from its theoretical working out. The iron worker, or other laborer, who was enjoying the distinction of having his labor valued at four or five times the rate of other labor, would be inclined to resist the influx of laborers into his field of labor that would surely reduce the value of his labor, proportionate to the value of other labor, and render his period of labor of greater duration, and more exhaustive to himself. And it is not so certain, either, that the workers would be inclined to such thorough freedom of movement as to secure entire economic harmony throughout the divers categories of production and distribution, even supposing that such freedom of movement encountered no resistance from the workers themselves. When men are once relieved from the fear of want and assured of the right, and the opportunity, to exercise their labor in their chosen occupation, which they have probably been habituated to for a considerable period of time, they are not likely to rush pell mell into some other occupation upon the mere assurance of a slight reduction in the hours of their daily labor. They would be much more likely to remain in their chosen occupation, while entering a vigorous protest against the inequalities in compensation from which they were convinced they were the sufferers. They would be likely to consider that, by the operation of these inequalities, they were the victims of robbery; and the socialist administration would thereupon encounter a very well defined spirit of resistance to such robbery unless the disproportion was, in some way, removed. Statistics might be produced, *ad libitum*, plainly marking out the economic necessities of the situation, and justifying the administration in the establishment of the disproportions as they then existed. It might be shown that the good of the state required that things should be allowed to exist just as they were, but what sort of a showing would be competent to cover up the fact that one man was working five times as long as another, for the same reward, in a state where labor-time had been adopted as the absolute measure of value?

The socialist administration would, eventually, be compelled to take the bull by the horns and *compel* the various bodies of workers to distribute themselves in a proper economic ratio throughout the arena of social production. The attempt to secure a thoroughly harmonious result, one that would avoid enormous waste in production, by appeals to self-interest, would certainly prove to be a dismal failure. There is a great deal of truth in that observation of Schaffle's: "The bare labor-cost value, as it has been formulated up to now, invests the whole economy of socialism for the present with the character of an Utopia."

Would socialism destroy rent, interest and profits? I am quite certain it would do nothing of the kind. As at present formulated, socialism is not competent to suppress these factors, as it leaves many loopholes through which the master-ship and exploitation against which it inveighs can break in again in broad streams. Socialism does not deny the right of private property in the means of enjoyment, and there is no principle of socialism that would prevent accumulations of such property; it does not interfere with the laws of bequest and inheritance; it permits the individual to use, or dispose of, his own property in any way he sees fit, short of using such property as a means of income. It follows that socialism would permit free buying and selling (with no view to profit) and, also, gratuitous lending. Take the item of grain, for instance: the total quantity produced in any one year represents a definite quantity of labor-time employed in its production, but the quantity of grain itself, which is the product of this labor, will vary in accordance with the exigencies of the seasons. The product of grain, for a given effort, depends not upon the will of man, but upon the fortuitous movements of nature. This year the exercise of a definite quantity of labor-time results in a product of one million bushels of wheat. Next year, by reason of a bad season, the same quantity of labor-time is embodied in no more than half the present quantity of wheat. This raises the price of wheat to double its present price, because the same quantity of labor is embodied in half the quantity of wheat, and the worker who is now receiving a definite quantity of wheat in exchange for a check for one hour's labor must next year deliver up a check for two hours' labor in exchange for the same quantity of wheat. Now, what is to prevent the far-sighted citizen of the socialistic state from anticipating the event of a bad harvest, and accumulating a considerable supply of wheat at the lower price? Would the social administration refuse him the right to do this? Would it say to him, "you have no right to

exchange your labor for wheat for the purpose of storing it up with the view to future use, even when the exchange is made in strict conformity with our own rule of value?" There is no principle of socialism that would permit, or justify, the denial of this right; and if it is not denied, the individual who exercises it is the receiver of profit from the labor of others. He is enjoying the use of wheat at a lower price than his fellows. Under any proper system of value, the problem would solve itself automatically. Under a system that had regard for utility as a factor in the determination of the magnitude of value, the bare prospect of a bad harvest would raise the present price of wheat to a figure commensurate with what it might be in the future, and render the effort to obtain profit by reason of any contemplated rise in value entirely harmless, because left without a motive to support it. But, because held down to its theory of bare labor-cost, the socialist administration is in no position to take advantage of this economic movement of value; it must continue to deliver its present stock of wheat to those who demanded it, at a price which just answered to cover its bare labor-cost of production. The only way to escape the dilemma is for the socialist administration to lay hands on the liberty of the individual, and decree that he shall have no right to apply his labor to the accumulation of a stock of wheat with a view to future use; the individual must be refused the right of holding in his own possession any more than a specified quantity of wheat, which will only answer to supply his present needs. However, that is not socialism, as at present formulated, and when the decree is made there will be no reason for the socialists to talk any further about freedom of consumption and individual liberty, as when such a principle is admitted into the socialistic program there is nothing left upon which to hinge an argument for liberty, and socialism is deprived of its greatest charm for the masses. I use this one item merely for the purpose of illustration; the development of the idea may be extended almost indefinitely.

In a thousand and one different directions, and with an almost infinite number and variety of products, would the ingenuity of man be able to extract profit from the labor of others through the operation of the socialistic law of value. And what would prevent an individual who might have accumulated a quantity of wheat at a low price from selling his wheat again, to others who stood in need of it, at a price below that demanded by the state? Suppose he had given a check for one hour's labor in exchange for each bushel of his wheat while the new price estab-

lished by the state was a check for ten hours' labor in exchange for each bushel. The individual would then be able to sell his wheat at a considerable reduction from the state price, while still retaining in his own possession a very considerable profit as a result of the transaction. And in what way shall he be prevented from doing this? The laws of the socialistic state would not permit such a transaction. Of course they would not; but if it were only sufficient, to know that the commission of any act would be rendered impossible by merely placing it in contravention of law, the problems which society is called upon to solve would be much simplified, indeed. Unfortunately, we can not always be sure about these laws. A transaction like the above would need to be kept extremely shady, certainly, but that might easily be done; the ones who profited by the scheme would not be likely to make much of a kick about the matter, and they are the only ones who would need to know anything about it. There would be developed a little profit making machine, inside of the big anti-profit machine; and the little machine would derive its support from the big machine's own instruments. And even a strictly communistic regime does not seem to be competent to the task of entirely suppressing interest, as we may learn from the history of the Russian Mir. The Mir was a strictly communistic society; all property was held in common; yet, within these societies, interest grew to be so great an evil as to stamp the interest takers with an especially opprobrious epithet. They were known as "Eaters of the Mir." There is no reason to suppose that, in the management of their incomes, persons would act much differently after socialism had become established than they do to-day. There would always be some devotees of joy, who, in pursuing the pleasure of the present moment, kept themselves in a chronic condition of poverty, and who were never possessed of quite enough labor notes to go around. There would be others, again, cautious, close calculating citizens, misers, if you will, who always had an eye for the future, and who continued to pile labor notes upon labor notes with the view of providing against the exigencies of fortune. Now, what would prevent the citizen who stood in need of labor notes to provide for some present want, from discounting his income, by borrowing a quantity of labor notes from the person who had plenty of them and agreeing to repay them some time in the future? This transaction would be perfectly legitimate; there is no principle of socialism to forbid it. Agreed, but the transaction would only be allowed on the distinct under-

standing that there was to be no payment of interest. Very true, but can anyone recall a prohibition against usury, in the entire history of usury laws, that has been effective? Can it be shown that any sort of an arrangement is competent to suppress usury when two individuals are facing each other, the one willing to give usury, and the other anxious to take it? I wish to borrow one hundred dollars. There is a very strict prohibition against the taking of interest. I give my note for one hundred and ten dollars to the person who is willing to loan me the money, and receive one hundred dollars in exchange for it. On the face of the transaction there is no evidence of interest. The interest is covered up in the principal in such a way that it is impossible to detect its existence; the principals to the transaction are the only ones who need know anything about it, and the social machine that has burdened itself with the task of suppressing interest has not a peg upon which to hang a cause of action. As long as gratuitous lending is allowed there is no way of suppressing interest, and when gratuitous lending is forbidden there need be no more talk about individual liberty.

I cannot but think that the nationalists have foreseen some of these contradictory aspects of scientific socialism, and have formulated their programme with the view to avoid them. The nationalists avoid the difficulty which might arise as a result of the inequalities in material condition that would be established by reason of inequalities in payment for the different classes of labor, by establishing a complete equality of payment for all labor without any distinction, whatever. They are thus far logical in their application of Marx's theory, that they recognize the fact that if labor-time is the absolute measure of value, one man's labor is just as valuable as another's, and should receive the same reward. But they knock their logic all in the head again when they make an absurd attempt to establish an appearance of individual liberty, by decreeing differences in the duration of the labor day as an inducement for workers to freely distribute themselves throughout the different occupations, in a proper economic ratio to correspond with the needs of production. The nationalistic labor day would vary from a maximum duration of, say, eight hours—and even that may appear excessive to the nationalist—down to a minimum duration, as Dr. Leete tells us, of ten minutes; and the reward would be exactly equal to each. We may suppose that when the year's product of the national industry came to be divided, there would be enough to assign to each worker a product equal

in value to three thousand of our dollars, or ten dollars for each day's work, on a basis of three hundred working days in a year. Then, one worker would receive ten dollars for ten minutes' work, while another received ten dollars for four hundred and eighty minute's work. One would be paid at the rate of a dollar a minute, while the other would get two and one-twelfth cents a minute. One would get sixty dollars an hour, the other would get one dollar and twenty-five cents an hour. One would work 2400 hours for three thousand dollars, the other would work 50 hours for three thousand dollars. And this is what the nationalists denominate equality! This is what they want us to believe represents entire absence of exploitation! I wish I could believe they were right, as I have some very good friends who are traveling the nationalistic road and I would wish to travel with them. But the nationalists go much further than this in their search for equality, by restricting the currency of their credit cards to the single period for which they are issued. As, for instance, the cards which are issued for this year's product would have no more value than so much blank paper, after the cards for next year's product had been issued; they would not be received at the national storehouses in exchange for goods. Thus, the person who failed to spend every particle of his income in the year for which it was issued could not spend it at all; the evidence that he was entitled to receive a certain quantity of products would be useless to him. And this is what they call freedom of consumption! I can conceive of no measure better calculated to enforce equality of material condition, nor for the creation of a nation of reckless spendthrifts.

One of the greatest evils in the present society lies in the vast amount of unproductive consumption, or in the disproportion that exists between the numbers of those who work productively and those who do no work, between those who live by the product of their own labor and those who live by the product of the labor of others. How does nationalism regard this problem? Nationalism is particularly strong on this point. The unproductive consumer would be a *rara avis*, indeed, under nationalism; he would not be tolerated. Let us see. The industrial army of the nationalists is composed of all persons between the ages of twenty-one and forty-five; males and females after reaching the age of forty-five become pensioners, unproductive consumers, and all persons below the age of twenty-one are also unproductive consumers. Thus, it is, the ones belonging to the industrial army who are supporting all the others; they are the only pro-

ducers in the nation. Only about 30 per cent of the population of the country,* counting both males and females, is included between the ages of twenty and forty; the exact ratio is 310 to the thousand. Giving the nationalists the benefit of the four year's longer period, we may say that 40 per cent of the citizens of the nationalistic state would be producers, while 60 per cent would be unproductive consumers, and this will correspond with the statistics of the German Empire where 39 per cent of the population is included between the ages of twenty one and forty-five. And it must be remembered that of this 40 per cent nearly half are females, whose productive power must, of course, be rated much below that of the males; and an indefinite number of these producers are to work but ten minutes a day! It is hard to give such propositions as this any serious consideration, when they are advanced as remedies for the problem of unproductive consumption. Six persons out of every ten in the nation, idly consuming the product of the labors of the other four, two of which four are women, does not present to my view a very much better condition of affairs than we have to-day. I can see but little difference between compelling one to support others in idleness, by requiring payments of rent and interest for the privilege of living upon the earth, and requiring him to support others in idleness by forcing him to become a soldier in Mr. Bellamy's industrial army.

A few words, in conclusion, to my critic, Mr. Randolph: I may say that much of this gentleman's criticism is entirely without point; for the reason, probably, that he proceeds on the hypothesis that the acceptance of socialism is the only thing that is conducive to "original thinking," and when he intimates that socialism furnishes a better development of "freedom of demand," "than there would be under any conceivable individualistic state of society," I must doubt his competency as a critic of the principles of individualism. Mr. Randolph should understand that I am not posing as a defender of the present system, and that I am in no wise "enmeshed in the capitalistic net." The consequences I presented, and which he attempts to criticise, are logically deduced from the economic principle of socialism; and he would much better have attempted to show that my conceptions of that principle are erroneous than to enter into a pointless condemnation of the wage system of industry. Mr. Randolph has not the slightest warrant for translating my "freedom of demand" into "freedom of contract." I said not one word that gives him the faintest authority for placing an arbitrary definition on the term I used. My definition of

'freedom of demand' was clear and unambiguous, and I even brought the eminent socialist, Dr. Schaffle, to my aid so as to explain exactly what I meant. I can only say that the person who attempts to extract two meanings from my definition is much more desirous of using an *ignoratio elenchi* than a legitimate argument. Again, at the very outset of my article, I gave the socialists full credit for the *intention* to preserve "freedom of demand." I showed that the socialists were thoroughly anxious to maintain complete liberty of the individual in all his household arrangements; and I think I showed that the application of their economic principle was not competent to correspond with their intentions. Mr. Randolph could hardly have failed to observe the point towards which he should have directed his criticism, were he a thoroughly competent critic. Now, as a socialist, I would be pleased to have Mr. Randolph produce his authority for the assumption that "freedom of contract" would be preserved under socialism. "Freedom of contract" is a term that refers wholly to a particular development of the capitalistic regime; it has no meaning whatever apart from the wages system of industry, and what right have socialists to assume its continuance under socialism, which proposes to tear up the wages system root and branch, which buries the capitalistic regime forever out of sight? When socialists present such arguments as this, it can only be assumed that they are ignorant of their own theories. Socialism means status, not contract. The citizen of the socialistic state would occupy a definite position, and enjoy a definite reward, solely for the reason that he was a citizen of the state, not because he had entered into any contract for the enjoyment of his position, or the reward connected with it.

If we pay any attention to the generalizations of such men as Sir Henry Maine, socialism represents a step backward in the progress of humanity. Maine has shown, and also Professor De Laveleye, that the progress of the race has, invariably, been a movement from status to contract. Socialism is a movement backward, again, from contract to status. However, we need not concern ourselves much with these generalizations, we may find plenty of material for inductive speculation in the contemplation of current facts. It is quite true that the assumption that "socialism would be under the necessity of making laws against private production" is a "conjecture," or, rather, a deduction, of my own. I am quite aware that the collective now presents many economical advantages over the individual system of production. But I have many, and weighty, reasons of my own for believing that this is because the collective system now represents much less than a general condition. I have not the space here to present arguments on this point, but if Mr. Randolph reads the present article carefully he may take note of one particular direction in which the profit system might operate to undermine socialism. Mr. Randolph is wrong in the assumption that I have admitted that the spirit of invention would be stimulated by socialism; in fact, what I did say was quite the contrary, and the reasons why the government would be compelled to either accept every invention offered or discriminate in its selections, were quite fully presented in my article. Mr. Randolph should confine himself to the point. I am pleased to have any socialist criticise any objections of mine to the socialistic program; I am always in search of truth in the domain of social science. But I want honest and competent criticism, that I will always welcome.

A FIN DE SIECLE "FAKE."

BY W. H. STUART.

Ricardo's law of rent, which Henry George has adopted, and upon which the single-tax theory is based, may be expressed by the formula: "Rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use."

Let me give a simple illustration of this law. Say that the land of a country is divided into three grades, of varying productivity. Let us number them 1, 2 and 3. Until grade No. 1 is taken up no land has any rental value, but as soon as grade No. 1 is exhausted it possesses a rental value, measured by its excess of product-

ivity, with the same labor, over grade No. 2. Let us call the difference of "rent" ten. Until grade No. 2 is all appropriated, No. 3 will have no value, it will be what is economically expressed, "at the margin of Cultivation." When grade No. 2 is all in use, it will bring in rent the excess of its productivity, with the same labor, over grade No. 3. Let us express this as ten. But now, grade No. 1 has a rental value, as expressed by its excess of productive capacity over grade No. 3, of twenty. This is economic rent. The law is assumed to act under conditions of absolute freedom. No disturbing factors to change

or vitiate the law are contemplated or provided for in Ricardo's theory. But under present conditions of land ownership, a disturbing factor of enormous effect has been introduced, namely: land monopoly.

Let us see how this affects rental values. Suppose, before land of grade No. 1 had been all appropriated, certain speculators had obtained possession of the remainder; they could demand as "rent" its excess of productivity over grade No. 2, and if, when all of the best grade was in use, they succeeded in getting possession of grade No. 2, they could manifestly demand at once as rent of No. 1, its rental value over grade No. 3. This would be "monopoly rent," due to the monopolization of unused land. This is what now obtains.

Under conditions of freedom, under which the law of rent is assumed to operate, rent in this country would be nominal. Not more than five per cent of our land is in use. Land of the first quality is not all in use. Certainly not in regard to agricultural land. The only land upon which rent would arise would be the more favorably situated sites in our towns and cities. But, under our system of land monopolization, rent is enormously increased. Monopolization of land has the same effect as the reduction of its area and extent.

It is evident that in the illustration I gave, that rent would not commence until all land of grade No. 1 was exhausted. Therefore, the extent and area of grade No. 1 is an important factor in deciding when rent shall commence. If before it is half used, the rest of that grade is monopolized, rent commences that much sooner, and increases with every diminution of the area of free land, through the monopolization process.

Under present conditions, nearly all land is in the hands of private owners. Present rent is not, therefore, "economic" rent, but "monopoly" rent, or competition or rack rents, due altogether to the monopolization of unused land. Here is where the absurdity of the single-tax theory appears. Henry George ignorantly overlooked the important change that land monopolization has effected in increasing rent. He assumed that present rent was economic rent. There is not a word in *Progress and Poverty* that would indicate that he had the slightest conception of the difference; on the contrary, in answering a correspondent in the *Standard* he stated explicitly that present rent was what the single-tax was designed to confiscate. In his "Letter to the Pope" he for the first time shows that he perceives the difference between "economic" and "monopoly" rent.

But the single-tax theory is based on the supposed sufficiency of a "single" tax on land to provide all necessary revenue for public purposes. It is evident, however, and is continually insisted upon by single-taxers, that the adoption of the single-tax would utterly destroy monopoly of unused land. This is true. Therefore, under a single-tax *regime*, all land, both urban and agricultural, not needed for immediate use, would be abandoned by the owners from inability to pay the tax, and as we have 90 per cent more land than there is present use for, rental values would enormously decrease to perhaps one-tenth of that obtained under present conditions. This reduces the single-tax theory to an absurdity, and shows upon how insecure a foundation Henry George raised so pretentious a theory.

As a mere scheme for raising the largest possible revenue from land, our present land system is probably the best that could be devised. It prevents the virtual monopolization of the entire continent, the private owners of which continue to pay taxes to the community, much of which land will be required for use within the next century. This is why assessors undervalue vacant land; they know that if assessed at its full value, as the law directs, the owners would be forced to abandon it, and by throwing it upon the market would enormously reduce the taxable value of improved land, and thereby reduce the revenue for public purposes.

It has been urged against this view of the case, that the reason vacant land is under-assessed is because "boodle" has been used to influence the assessors. That this is true in many cases may be admitted. But the practice of undervaluing vacant land is universal; there is no exception. There must surely be one honest assessor in the United States. Those, however, who take this view of the matter must explain how the system would improve under a single-tax *regime*, where the action of the assessors in properly assessing vacant land would virtually work confiscation of the land. Here, indeed, would be chances for the "boodlers" to put in their work to some purpose.

It is, therefore, clearly perceived that the enforcement of our present land laws would have the effect of throwing upon the market millions of acres of the best agricultural land, which the owners are now enabled to hold out of use because it is assessed at from one-fourth to one-tenth of its value. The same holds good in regard to urban property, fully one-third of which could not be held out of use if present laws regarding valuation were enforced. Under such conditions, rent would, as I said before decrease

to at least one-tenth of that now obtained. Here is a reform that will effect all the good that the single-tax would effect, and without any confiscation or robbery. Owners are aware of the laws governing land valuation and could not justly complain of their enforcement. Until public opinion is educated up to the justice and necessity of enforcing present laws, it is idle, and a waste of time, to urge so drastic a measure as the confiscation of land, as proposed by the single-tax theory.

The gradual increase of the assessment of vacant land, and the adoption of a graduated income tax, would have the effect of absorbing the "unearned increment" both of land and capital. Such sources of revenue could be used for the purpose of acquiring control and ownership of monopolies, by the state.

Let me briefly recapitulate the arguments urged against the single-tax theory. 1. We have pointed out the injustice of confiscating from present owners the unearned increment, in which all previous owners have shared. We have seen that the confiscation of rental values is virtually and practically the confiscation of the land. No justification can be offered for the expropriation of the land owner, while leaving intact the accumulations of other classes of exploiters. Land monopoly is only one form of exploitation, not a whit less respectable or unjustifiable than other forms of robbery.

2 We have seen that a tax that would so greatly vary with increase of business and population, would entirely destroy all security of tenure of land and improvements. Under such conditions of insecurity, permanent improvements would be discouraged. No poor man would risk the erection of a home in a growing town, lest increase in population might in a few years force him to move or abandon his improvements through inability to pay the continual increase in rental value of his home site. This uncertainty would be taken advantage of by the rich to extort increased rents for the use of improvements on account of the increased risk.

3 Under our present condition of private ownership of the machinery of production, it is evident that mere access to land or natural opportunities, to the man without capital, would be useless. Our present agricultural class, although provided with machinery, and often owning the land they till, and with years of experience, are being rapidly expropriated through the effects of unrestricted competition among themselves, and against capitalist methods of production. The bonanza farmer produces the staple cereals at one-third the cost of the small farmer. The

same holds good in all forms of industry. Great aggregations of capital conducting business on an immense scale, with all the costly modern appliances for saving labor, render it simply impossible for the man without capital to compete. He is, and must remain, the virtual slave of those who control the modern tools of production.

4. We have seen that the single-tax theory is based on an ignorant and shallow fallacy, viz: the assumption that present rent is economic rent, and that it could be transferred without diminution from the pockets of private owners to the state. We have seen that present rent is due to monopolization of unused land; that the adoption of the single-tax would make it impossible to hold land out of use; that consequently all land not needed for immediate use would be abandoned by the owners through inability to pay the tax, the necessary result being, that immense quantities of both agricultural and urban land would be thrown upon the market, which would undoubtedly cause an enormous decrease in rental values, to perhaps ten per cent of present rent. This reduces the single-tax theory to an absurdity, and exhibits in a striking manner the shallowness of the Georgian philosophy.

We have also seen that the enforcement of present laws regarding the equal assessment of improved and vacant land, would have the same effect of compelling owners to abandon millions of acres of the best agricultural lands to public use. Urban land would also be similarly affected; probably one-third of such land would be thrown upon the market at enormously reduced values.

This reform is a practical and legal one, and would effect the same results, in regard to throwing open natural opportunities, as the single-tax would effect.

Finally, we have seen that the single tax offers no solution of the economic question. It offers to the man without capital—a class that comprises 95 per cent of the population—all that can be made at the "margin of cultivation," i. e., on land of no rental value, with the poorest tools in use. The difference between what can be made on land of no rental value, and on land of the highest productivity, would be confiscated by the state, in the shape of the single tax. The difference that can be made between employing the poorest tools in use, and those of the greatest productive capacity, would be confiscated by the capitalists as "interest," or the "just return," as George terms it, for their "aid in production." The "Iron law" of wages would still be in full force and effect. All the advantage the adoption of the single-tax would have over present condi-

tions is, that there would be plenty of free land, upon which the man without capital might raise sufficient to support a bare existence. But we have seen that the enforcement of our present land laws would effect the same purpose. In other words, the single-tax theory is the *fin de siècle* economic "fake," *par excellence*.

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In the April CONDUCTOR, under the caption, "The Wages Question," Mr. Borland shows clearly what determines wages, viz: the supply of laborers, "that wages always tend to the minimum necessary to support the worker in the average degree of comfort demanded by his class," that as long as labor is treated as a "commodity," wages will be determined by the supply of this "commodity," i. e., will be subject to the laws of supply and demand of other commodities. He also shows clearly the fallacy in "saving," showing that saving by living below the usual standard of comfort, can only be of benefit to individuals; that when such economies become general, the standard of living is lowered, and wages decrease to the amount necessary to maintain the lowered standard of comfort or of living. He says: "If a whole class of men are unable to follow the promptings of this natural instinct (i. e., the instinct of saving) without bringing evil upon themselves, it can only be * * because they are robbed of their rights as human beings."

This is quite true, yet Mr. Borland complains that nationalism makes no provision for the gratification of the saving instincts. Why should it? As men will not be "robbed of their rights as human beings" under nationalism, why should they make provision for an instinct that will be unnecessary?

To one who believes in the nationalism theory and its corollary, the Law of Diminishing Returns, some provision might be expected for the time when the earth would become overpopulated and cease to furnish sustenance for its inhabitants. But scientists repudiate Malthus and his theory. They believe that at no period in the future history of the world will it be overpopulated, or that the earth will ever cease to furnish sustenance for its inhabitants. Under the organization of industry proposed by nationalists, the present population, working the same hours as now, could produce in one year sufficient to furnish sustenance for ten years. To "save" under such conditions would be idiotic. Certainly we shall make wise provision against any failure of food crops, but in other respects nature will furnish abundance, and the saving instinct will disappear as unnecessary. Nor does nation-

alism, as Mr. Borland states, propose a universal standard for the whole nation. Each member of society will adopt any standard of living that pleases him. If anyone chooses to live on corn beef and cabbage, he can do so, or, if he is epicurean in his tastes, his income will enable him to gratify his tastes in that regard. I assure Mr. Borland that it "never occurs to the intelligent nationalist that the credit cards of certain years might not be sufficient to cover the expenditure for those years," and they regard the assumption that "in the event of such a contingency * * a beneficent government might come forward with its savings and make up the deficiency," as extremely laughable. The idea of the "government" making up a deficiency for the "people" is good. Pray who is the "government," under a nationalist *regime*, if it is not the "people" themselves. The government cannot own anything apart from the "people." Therefore, we regard the statement that follows—"but it does seem as though a nation of free individuals, who were compelled (sic) to delegate to their government even the business of saving their surplus earnings, had fallen to the very lowest depths of incapacity"—as childish nonsense, that even a single taxer should be ashamed of, particularly so when it is added, "especially when we consider them as citizens of a state where exploitation of labor had entirely ceased." Exactly, this is why we regard the proposition as childish. In a social system, where all labor exploitation has ceased, "saving" will cease to be a virtue, it would be a vice, as unnatural as it would be unnecessary.

Mr. Borland says the reason the "Iron law" exists is because men are not free. He says: "If the free man works for another it will be at a rate of wages dictated, not by his necessities, but by his preferences. * * * If he works for wages it will be because he chooses to do so," which is mere nonsense. "Wages" means part of the product, and no "free man" ever did or ever will work for part of the product; the man who does so is a slave and not a "free" man in any sense. The very *raison d'être* of socialism is to make men entirely "free," so that the term "wages" will become obsolete and meaningless.

Mr. Borland says: "The value of land as population increases is a constantly increasing magnitude, because the supply is strictly limited and demand constantly increases." Almost the converse is true. The general tendency of land is to decrease in value, if we except urban land in a few cities where population has continued to increase rapidly. Certainly agricultural land has decreased in this country during the past decade, probably 40 per cent, and in the New England

states to at least one-fourth of its former value. The same is true of Great Britain, and in Germany, according to D. N. Wells, land has depreciated to half what it was at the close of the Franco-Prussian war. And it is certain this downward tendency will continue. The concentration of capital will render fewer places of business necessary. For instance, when the whiskey trust was formed a few years ago, 74 out of the 87 distilleries were closed, 13 doing the business formerly done by 87 under competitive conditions. There can be no question that within a few years capitalists will take charge of the retail business, as the ice companies of New York have done, and as the wholesale liquor dealers are now doing, and as Armour is doing in the retail butcher business. There can be no doubt that this system will extend until it covers all business. This will greatly reduce the force of men employed and enormously reduce the number of retail places of business, in fact, the capitalists are doing for private profit what socialists propose to do for the general good. The same tendency is observable in agriculture. Capitalist competition destroyed the value of the agricultural areas of the New England states, and is seriously effecting the values of all agricultural land. It is not only possible, but very probable, that land in this country, both urban and agricultural, will be as low, if not lower, in twenty years, than it is now, i. e., if the capitalist system holds out that long.

Neither is it true that capital invested in land is more profitable than other forms of investments. The Jews, who are the leading financiers of the world, rarely speculate in land; it is too slow and uncertain for them. Enormous sums are annually lost by individuals through the decrement of land values. A few days ago the newspapers recorded the sale of a manufacturing town in Alabama, including some scores of buildings, for a few thousands of dollars. The writer has an unpleasant recollection of selling some property a few years ago for one thousand dollars that 20 years previously cost \$8,000.

Mr. Borland holds that, when private property in land is abolished, the money invested in such property will be invested in productive channels. "He (the capitalist) must put it in some channel where it will be active; he must use it so as to give employment to labor. He must put it into buildings, into machinery, into manufacturing stock, into farm implements. * * * Not only must he do this, but every other capitalist do likewise * * * We shall have capitalists bidding against capitalists for the use of the workingmen's commodity, instead of as now, workingmen bidding against each other for a chance to earn a

living." This is certainly rich! So that really, the great trouble is, that we have not factories enough to do the business; we are not raising wheat enough to supply the demand; there are not enough distilleries, breweries, iron works, glass works, wholesale and retail stores, not enough railroads, steamships, coal, iron or silver mines, that in fact the reason 3,000,000 able bodied men are idle is because there is not sufficient capital to furnish the necessary plants to set them to work! While the fact is, that never, in the history of the world, has capital been so plentiful, and interest for the use of it so low. Over 250 millions in the New York banks, for which there is no demand. In the San Francisco banks are 15 millions lying idle, and which can be borrowed, on proper security, at 4 per cent, a lower rate than has ever been quoted in California. As a matter of fact, there is a plethora of capital, and capitalists are pushed to find use for it at any rate of interest. It is the same in Europe. The Bank of England has recently reduced its rate of discount to two per cent. The British government are cashing their treasury paper for 1-9-16 per cent interest. Competition among capitalists for laborers! The idea is ridiculous. Every concentration of capital, any new labor saving device, reduces the number of laborers required to do the work of production. It is altogether probable that, if our population doubles during the next twenty years, that the number of laborers required to do the work of production will not exceed more than 25 per cent more than is now required, and important discoveries in the use of electricity for motive power, or some cheap manner of extracting heat from coal, or the invention of new machines that will displace great bodies of laborers, may make human labor almost superfluous to the capitalists who control those forces. In which case it may be necessary to destroy four fifths of the babies, in order to keep the population within the proper limits required for the needs of the capitalist system of production, or, force us to adopt socialism, i. e., collective control of the means and instruments of production. I fear it will be a hard struggle with Bro. Borland when the alternative is presented to him, but I hope "Bettie and the babies" will win.

I am sorry to see that Mr. Borland, like all other single taxers, ignores awkward arguments when presented to him. In my March article I gave an illustration of the capitalist mode of production, near here, in the shape of a beet sugar factory. The capitalists do not own the land, nor do they want to. Making sugar is five times more profitable than owning the land. The factory pays \$4 50 per ton for the beets. I have

reason to believe that the factory could pay \$6.50 per ton for the beets. But they are under no necessity to do so. The producer pays a tax of 50 cents per ton in the shape of rent to the landowner. Now the question I asked, and the question is fundamental and must be answered by the single-taxer, is, if the land was free of all rent, would not the capitalist owners of the factory be enabled to reduce the price paid for the beets by the amount saved to the producer by the elimination of the rent paid to the private landowner. If not, why not? Is not the producer of the beets as well off at \$4.00 per ton as he was formerly at \$4.50? In what way would he be better able to demand an increase in the price of his beets than he is at present? Will the monopolization of machinery or capital be any less effective under the single-tax than at present? Come to think, single-taxers contend that, under a single tax *regime*, it will be impossible to monopolize machinery. Ah! now I see the "cat." When we adopt the single-tax, and the raiser of beets is not satisfied with the price offered by the factory owners, he will build a factory himself! Every beet raiser will own his own factory! Great scheme that!!

It will be the same way in agriculture. If the "hand" on the bonanza farm don't like \$12.00 per month and his board, he can start a bonanza farm of his own! The necessary result follows: The bonanza farmer will be compelled to come to terms p. d. q. If he wants men he will have to pay his "hand" what the aforesaid "hand" could make on a bonanza farm of his own! The single-tax is deep, but the outlines of the "cat" are assuming colossal proportions (?). Seriously, if Mr. Borland really believes in the single-tax theory, and I do him the credit to sometimes doubt it, let him show explicitly how the man without capital would be any better off under a single-tax *regime*. Let him take a farmer, a mechanic and a common laborer, and show in what regard they will be in any better position to compete against capitalism under a single-tax *regime* than at present. We don't want rhetorical enotomontade or sentimental gush. We want facts, not fancies. An exposition of this question will do more to establish the scientific basis of the single-tax theory than wasting a column and more on a technical analysis of the term "profits," as he did in his March article.

Mr. Borland does not like the way socialists

value "wages of superintendence." He asks: "But what right have the socialists to value it at all?" Indeed! is it always usual for sellers of a commodity to put their own value upon it, and must we accept their valuation? He asks: "And does Mr. Stuart really believe that, under present conditions, it is really superior ability that exacts all above the 'margin of stupidity'?" Does he really believe that the incomes of such men as Gould and Rockefeller are the result of superior ability? I am quite sure he believes nothing of the kind. I assure Mr. Borland he is mistaken, in the two cases he mentions. I am certain it is "superior ability." For countless ages the strong and cunning have lived on the weak and ignorant. In one age it is superior military skill that enables the successful warrior to devastate a continent and reduce the inhabitants to bondage. In our present industrial age the superior exploiter is a successful "lord of industry," instead of a successful warrior, or robber, or pirate. Gould and Rockefeller have the qualifications that would have made them successful robbers or pirates under former conditions. They both started with nothing, with probably no better opportunities than Mr. Borland possessed; they had no "special privileges" or monopolies that Mr. Borland might not have had access to. But they had the "superior ability" that enabled them, under individualistic conditions, to make as much money in twenty-five years as a thousand men like Mr. Borland or myself could make in a thousand years. The Standard Oil Company acquired an immense capital without the aid of any "special privilege" that was "denied to others." And under conditions of absolute "freedom," such as individualists, "run mad," sigh for, a few men of "superior ability," like Gould and Rockefeller, will be enabled to absorb the major portion of the wealth that millions may create. This is why socialists put their own valuation on that sort of "ability." Under the present competitive scramble, such men are the Napoleons of industry who devastate a continent in their greed for wealth. Under socialism their wings will be clipped and their peculiar "ability" put to better use, viz., for the purpose of increasing the general wealth, instead of their own exclusively.

I shall have to defer further consideration of Mr. Borland's article to a future paper, as this one has exceeded proper dimensions.

OUR NEW YORK LETTER.

People who believe in socialism have two or three admirable opportunities just now to illustrate the working of their theories; the most unqualified of which is Gov. Tillman's attempt to run one entire state by one-man-power. Leaving out the violence and uncouthness of the doughty governor's character, setting aside altogether the correctness or fallacy of the particular things that he happens to believe in, it remains that he is a pronounced and so far comparatively successful exponent of the theory that people ought to be made to do things; of which less decided phases appear in the various movements to forbid people from drinking whisky or playing cards or reading books or looking at pictures that happen to offend the sensors in power; or to compel them to use certain kinds of currency or to engage in or refrain from certain kinds of business. The aristocratic political circles of South Carolina, on whose toes Tillman is stamping with such fearful vigor, are not much to be pitied. They sowed the wind, they are reaping the whirlwind. They studiously cultivated the idea that might was right, that those who could compass power were in no way bound to consider those over whom power was held, that where fair means were futile to encompass a purpose that they considered for the benefit of the community, then fraudulent and violent ones were all praiseworthy, and now they are getting a dose of their own medicine. But however justly they may be rewarded as a class, it is not a pleasant picture to see a whole community thus terrorized. That Tillman has a majority at his back must be a fact, or he could no more maintain his position than could the carpet-baggers; but in the opposition which he meets and overrides so ruthlessly, is equally strong evidence that there is a minority against him worth considering. And the circumstance of his expressing the will of a majority, however ignorant and bigoted, depicts in all the plainer colors how pitiable must be the case of a people who consent to abandon their individual privileges in favor of a majority which shall dictate to them what they shall eat and drink and how they shall obtain it.

Yet another side of socialism is brought into view by the recent disclosures of the Carnegie frauds and the co-incident blunders in building our lauded warships. Socialists are fond of dis-

claiming against the hap-hazard methods of production when each producer is guided only by the light of what he conceives to be his own interest; and of telling how much better things would be managed were it only done in accordance with a conscious plan, carefully figured and mapped out, and to which all citizens must conform. But in all the history of modern mercantile ship building there is probably nothing that will quite match the colossal stupidity of the errors made in construction of the New York, intended to be the prize vessel of the navy. This does not mean that government work, as such, is necessarily worse done than private work; but only that it is subject to the human liability to mistakes, and that these are less apt to be checked when the stimulus of direct self interest is lacking to create direct responsibility.

When it comes to the other and darker element in the case—that of the frauds alleged to have been committed in respect of the armor furnished, it would not be quite fair to lay this at the door of socialistic tendencies also, except to the extent that the Carnegies are one of the shining lights of the essentially socialistic policy of protectionism. No one ought to be surprised at the state of affairs developed, for in iron trade circles—and the writer knows whereof he speaks—the reputation of the firm would by no means preclude the expectation that they would willingly take advantage of all possible chances to increase their profits on a transaction. Luckily, the consequences are not likely to be serious if defective armor has been furnished to the war vessels; for the probabilities are very remote that they will ever have to serve in any other capacity than that of show pieces on which to flaunt the national emblem. It is getting to be quite a moot question whether warships of the present patterns, at least, are going to be of use even to the nations that have not grown beyond the point where it is necessary—or their rulers think it is—for them to fight now and then, a question that will only be settled by the next great naval combat, if that ever comes off; but for the United States, it is certainly one of the most inane extravagancies possible for us to go on squandering great sums of money on toys for the amusement of our otherwise idle naval officers; only to develop some such fatal defects as sunk the Victoria and came near sinking the New York and now said to threaten about every one of the

new vessels which have been built. We might better spend the money on Coxey's crazy scheme for securing good roads.

So far as we can judge from the news reporter (for at this point of view there is not the slightest ripple of public interest to give any other material for estimate), the half-cracked horse dealer who has led his handful of tramps over the Alleghenies with such remarkable success, may, after all, stand some chance of exciting a genuine sensation. Thus far, it has been palpably a sensation manufactured out of the whole cloth by the newspapers, so far as the east is concerned. In fact, if one remarkable piece of information is any clue, the circumstantial reports of the progress of the army which the New York papers have been publishing, were written in their home offices and not on the line of march at all, as they reported to be. This sample scrap was the grave statement that Coxey was following the old National Road from Pittsburgh to Cumberland, when in reality, he was proceeding at right angles to that road, and at the time the statement appeared, something like 100 miles from its nearest point. It seems impossible that such an error could have been made on the spot, and this opens up the suspicion that as is so customary with them, our somewhat "fresh" journalists, alike in their ridicule and their magnifying of the movement, have been evolving things rather than describing them. There is beginning to be in the last few days, however, a distinct sense of uneasiness lest the very grotesqueness of this demonstration may bring into activity as a more serious agitation might not, the seething unrest that beyond question permeates the people of the whole nation; and the chief danger, as ever, now is that if they should strike, they may in the blindness of their rage, only rivet their bands all the more firmly.

The pitiful conclusions to which our worthless senate has reduced the tariff discussion, which started on so high a plane in the house, is certainly not encouraging to progressive men, as an indication of the popular apathy which will permit such unworthy trifling with so grave a subject; nor is it a pleasing reflection that a subject which concerns our daily life was crowded out of sight for a time by the Breckenridge trial, now happily fading from memory. It is sickening, too, to see that the spirit of hypocrisy with which we deceive ourselves so often, was strong enough to bring about the verdict which was found in

that trial, and to inspire a journalistic conspiracy that so strongly resembled the similar one a few years ago against Sir Chas. Dieke—though that had far greater excuse—of which all honest British journals are now heartily ashamed. That a man should pay the penalty for his sins is fair enough, if only all men do; but that only a man should so pay when to sin he has added such imprudence as may put him in the power of a designing woman, is disgraceful, and that the eagerness to hound a man because he has always had a high public reputation, whatever his private life may have been, should go so far as to paint a self-confessed wanton in the character of an innocent child, is more disgraceful yet.

One other abuse was brought strongly to light in this trial which surely needs correction—the license given to counsel before a jury in the way of supplementing and distorting evidence. It is the theory of the law that a jury can only consider the evidence, and that the function of counsel is solely that of so formulating that as to make it clear; but like most other theories of the law, this is not the real practice. Counsel are habitually permitted by the court to make regular stump speeches and to inject all sorts of unwarranted inferences through side remarks, even while they will strain every infinitesimal technical points that have no bearing whatever on the real merits of the case. A still more conspicuous instance of this was seen in the recent suit against Russell Sage for damages to the young man who was injured in his office at the time of Narcer's attempt on his life. Sage undoubtedly owed the damages in all justice, and probably every decent man rejoiced to see the verdict go against him; but the fact that he is such a disreputable old skinflint and robber under legal forms, was no excuse for the outrageous way that he was treated by opposing counsel, both in cross-examination and in argument. Like all privileged classes, the lawyers get worse as they go on in their mummified method of dealing with mutual rights which the law is supposed to enforce, but which are dealt with in accordance with the customs of generations ago, and thus tend to increase the dependence of common people for their protection on the legal caste; and in their disregard of their own specious maxims supporting ordinary fairness when these happen to stand in the way of accomplishing their ends.

EDW. J. SHRIVER.



Our readers who write to any of the firms advertising in these columns are requested to mention
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A. R. U. AND GREAT NORTHERN.

There is much in the Great Northern strike to grieve the friend of organized labor and much in it that must make him fear for the future if such methods are generally to obtain. No cause can win anything beyond a temporary triumph in this country if it cannot command the endorsement of that intangible but none the less potent force known as public opinion. On first thought, and even on first action, the public may be often wrong, but it is safe to say that movements founded in malice and unchecked ambition and forced by treachery and deceit cannot long retain general support. The great danger to all organized labor from such outbreaks as the one in question is to be found in the fact that the people generally, when they come to understand thoroughly the men and motives backing them, will not confine their condemnation to the responsible parties, but will include all bodies made up from the same classes of workmen and having, ostensibly, the same objects. With a decent regard for the good opinion of their fellow men and to the end that they may not be led to condemn, in this instance at least, beyond the limits of desert, it behooves all who believe in organizations of workmen and believe that their best good is only to be obtained through honorable and upright methods, to condemn any attempt to revive a species of warfare long since renounced by the most advanced thinkers and most successful leaders who have taken part in the great wage struggle of the past half century.

In order that the responsibility for this attack upon the best interests of labor, for it can scarcely be regarded in any other light, may rest where it of right belongs, we may be pardoned a brief resume of the events leading up to it. During last February a committee representing the engineers and firemen in the employ of the Great

Northern held a conference with the officials and a schedule was agreed upon which became effective March 1. In March a committee of the conductors and trainmen met for the same purpose, but were unable to reach a satisfactory agreement. Their Grand Officers were then called, Brothers Morrissey and Garrettson responding, but they also failed to settle the points in dispute. After mature consideration it was determined to refer the entire matter back to the men for them to decide by vote whether they would accept the proposition made by the company or would go to the extreme in opposing it. The officials of the company with whom they had been in conference were informed of this decision and were told that they should be notified of the result of the vote as soon as it was received. A vote was ordered, and, so far as we are at present informed, the men voted to resist the change proposed. The poll was not allowed to be completed, however, as outsiders had interested themselves who were determined there should be but one result. Several of the trainmen on the general committee that had failed to effect an agreement with the managers were members of the American Railway Union and, regardless of the vote then pending, regardless of the pledge virtually made in their behalf to await its decision and in absolute treachery to the men they had been chosen to represent, they joined issue with James Hogan, one of the organizers for this new body. The first fruit of this alliance was the following message:

BUTTE, Montana, April 13, 1894.

C. W. Case, General Manager:

I am instructed by your employes to say that, unless the wages, schedules and rules of all classes of employes that were in effect prior to the first cut made August, 1893, are restored and switchmen at Great Falls and Helena receive same pay and schedules as at Butte, and that the

management agrees to meet representatives of the employes at Minot not later than ten days hence and formulate schedules accordingly, all classes will quit work at 12 o'clock, noon, this 13th day of April.

JAMES HOGAN.

It is safe to say the railroad history of this country contains no more remarkable and, at the same time, more thoroughly characteristic document than this. It requires no education as a railroad specialist to understand the utter unreasonableness of a demand which would allow the manager of a great railroad but three hours in which to decide so momentous a question. To consent would be to deliver his company, bound hand and foot, into the power of the one who made the demand, and who, so far as was then known, had no authority for representing those employes beyond his own unbounded assurance. The improbability of such a demand being complied with under any conditions, and the "stand and deliver" tone with which it was made, leave but one possible inference: they knew their demand would not be granted, and it was so timed and worded as to make a strike inevitable. If anything further were needed to prove that the personal ambitions of someone made this strike absolutely necessary, while the good of the men was but a cloak for this necessity, it is to be found in another portion of the correspondence between the officials of the road and these "leaders" of labor. One of the most potent means used in working the men up to the proper pitch was the declaration, often made, that the Great Northern was importing men from the east to take the places of all its old employes. When Supt. Bryan learned of this he at once wired an authoritative denial and received from Chairman Riker, of the strikers' committee, a reply worthy of place beside the message before mentioned, neither of which should be omitted from the next compilation of railroad classics. The portion of this communication of most interest in this connection was the following suggestive sentence: "If you feel disposed to treat for terms you can do so at any time after 12 o'clock to-morrow, Friday, April 13." In other words, we are determined to strike and nothing shall be allowed to prevent. If you have terms to propose, you must wait until we have blocked the operations of your road and have shown the world what we can do, then we may find time to talk with you regarding the rights of the men. Can any other construction than a fixed determination to strike, at whatever cost, regardless of the interests involved, be placed upon this language, and does it not show some outside consideration to be much more deeply involved than the simple interests of the employes?

The lack of honesty marking these proceedings is again clearly shown in the appeal made to the passions of the men by declaring it to be the purpose of the company to supplant them with imported workmen. The falsity of this should have been apparent from the first, and now, several weeks have passed without any of these outsiders materializing.

It would be difficult for the ordinary mind to reconcile with the usual standards of honesty and fair dealing, the forcing of this question to an issue when it was being voted upon by two organizations including in their membership most of the employes of the road in their respective classes. The officers of the road had been informed that such vote would be taken with the promise that they should be notified of its result before further action should be taken. Common honesty would seem to require the fulfillment of this pledge.

It has been the proudest boast of this latest friend of labor that it was firmly and unalterably opposed to strikes. On every occasion where there could be any possible policy in it the prophets of the new dispensation have boldly denounced the strike as a barbarous relic of the dark ages, and the man who advocated it as the cowardly assassin of labor's brightest hopes. In its initial number *The Railway Times*, official organ of the American Railway Union, gives the following editorial and authoritative exposition of the principles of the organization on this point:

"And here it should be said that *The Railway Times* will seek, under the guidance of the American Railway Union, to adjust differences between employer and employe by means other than the strike, the boycott, and kindred devices, and that in doing this it will not hesitate to volunteer hints to employers as well as to employes. In this era of light and knowledge it will not be the purpose of *The Railway Times* to obscure the light, nor be little knowledge that results from education, holding that it is wise to prevent a strike, while it is the culmination of viciousness to provoke a strike without regard to who are the aggressors. * * * Every petty misunderstanding, every grievance, real or imaginary, will not be swollen to proportions which demand all the untold sacrifices and sufferings incident to war—and a strike is war. *The Railway Times* will point out the inconsistency of laboring for a higher and broader education, a better knowledge of men and affairs, of economics in all their relations to human welfare, and then, at a critical time, discarding all the knowledge gained and resorting to old-time methods when ignorance reigned supreme."

In a petition presented by the American Railway Union to Judge Dundy in connection with the Union Pacific matter may be found the following statement:

"Members of the American Railway Union, as

organization composed of all classes of railway employes, and having for one of its prime objects the cultivation of harmonious relations between employer and employe with a view to the adjustment and regulation of all differences that may arise, without recourse to strikes, which we deprecate as costly to both sides, and injurious to the public at large."

Other and equally strong assertions of this same great principle, actuating the American Railway Union when seeking to gain favor with the public, might be multiplied without limit. It has been the dress parade cry of every organizer since the first union was formed, but that it never was intended to be anything more is shown by the action taken in the case under consideration. At this writing two liberal and fair propositions to submit the differences to arbitration have been refused by the A. R. U.

In this connection it may not be out of place to call attention to another little inconsistency. One of the daily papers recently contained an expression made by Vice-President Howard of his high regard for the old organizations, and the repeated assurance that the A. R. U. was in no way antagonistic to them. In the same article he repeatedly stigmatized those same organizations as colossal failures. While at various times and places the most contemptible false charges have been made against their officers for no other purpose than to create discord in the ranks. The fact of his friendship or enmity can carry no weight save as his utterances tend to throw light upon the methods of duplicity and double dealing employed. His declaration of friendly feeling was intended to mislead the members of the old organizations just as unmeant opposition to strikes was intended to mislead railroad managers and the public generally, and both are entitled to the same amount of credence.

No argument should be needed to convince thoughtful workmen that no organization can do so much for them as one made up from members of their own class and devoting every effort to their exclusive interests. A conglomerate body made up from all classes, means of necessity a division of interests and a corresponding division of the time and attention given each, making the best practical results impossible. A cause must be weak and nerveless if it needs to be bolstered up by malicious and unfounded attacks upon men who have proven faithful to every duty delegated to them, or if it has no principles to affirm and maintain to its members and the general public alike.

For several years the cry, among many leaders of men in railway employes' organizations, has been, "Get together." The prophecy has been

freely indulged in "United we stand, divided we fall." These arguments have been strongly advanced by the very ones who now are doing more to divide the men against each other than has ever been done by any man or combination of men. The old organizations have been "Getting together." The year just passed has witnessed a multitude of examples where the committees and officers of the B. of L. E., B. of L. F., B. of R. T., S. M. A. A., O. R. T. and O. R. C. have sat in harmonious council, seeking to work out the best interests of the men directly interested, and of the railway employe generally. In some instances the representatives of other organizations have participated in the conferences. Harmony was established and the future was bright. As a representative of the classes above mentioned no new organization can have any legitimate or useful mission, and the efforts to disrupt the old in order to build up the new are not in the interests of the men nor do we believe they are prompted by a sincere wish to serve the best interests of the men. While preaching "Get together" the originators of this move have entered the wedge which, they must know, will divide, and by every means at their command they seek to drive it home. Had they sought to gather in and care for the unorganized classes of employes and in that way "Get together," their advent would have been hailed with delight and such assistance as could have been given by the old organizations would have been cheerfully accorded. In the severe criticisms passed upon the old organizations, great stress is laid upon the claim that they are "One man powers"; that the will of the members is thwarted by the exercise of arbitrary power on the part of the officers, and it is said that when the men want to strike, and so vote, they are prevented from so doing, by the veto of the executive. We assert unqualifiedly that there is not an instance where the men have secured the lawful majority in favor of a strike and have been prevented from striking by the veto of the executives, either singly or collectively, since the adoption of the federation plan. It is easy to make the general charge, but it cannot be substantiated. It is also easy to charge men, who for years have stood under the calcium light of public gaze and the scrutiny of the membership of these organizations, with being bribe-takers, but unless the charge be proven, it falls harmlessly among thinking and reasonable men. The will of the membership of the old organizations is laid down in their laws; their officers are obligated to administer them and the greatest cause for complaint against these officers now is the fact that they have performed their duty and

lived true to their obligations. To condemn the organizations as failures because during a time of financial depression and hard times, unequaled in our history, they have carried out the wishes of the members directly interested and have accepted temporary reverses rather than precipitate war, is equally as unreasonable as would be the claim that because the hard times came the Republic is a failure. Considerable criticism has been indulged in because the officers of the old organizations did not rally to the support of this move. They have been denounced because they declared for the laws and principles they are sworn to defend. They are accused of undertaking to assist the company in defeating the men. This accusation is false. The officers of the old organizations made no move and gave utterance to no declaration until such declaration was asked for by members employed on the Great Northern road. When their advice was requested they gave the only advice they could give without perjuring themselves. They were true to the interests placed in their hands. They were placed in very much the same position as was occupied by the "Supreme Council of the United Order of Railway Employees," at the time of the strike of the K. of L. on the N. Y. C. & H. R. R. R. The declaration of the position of the "Supreme Council" was prepared by the now President of the American Railway Union, was endorsed by the Vice President of the A. R. U., and an extract from it is: "It now becomes necessary for the Supreme Council to say that, owing to the fact that the Order of the K. of L. is not

a member of the federated order of railway employes, the laws of the Supreme Council do not permit more than it has done, to aid the K. of L. and its inability to participate otherwise in the strike is now known and appreciated by Mr. Powderly." The only difference between this declaration and those made by the officers of the old organizations is that this one is (as described by a newspaper reporter) "A stone concealed in a jar of honey." The others a frank expression shorn of any apologies for doing their duty.

Dealings in which labor organizations are a part must be conducted upon a business-like, straightforward and honest basis and in a manner calculated to give the organization standing as well as to build for it a good reputation. Time will demonstrate that lasting good can be procured in no other way. Labor organizations in order to succeed must be built up with care, upon a sure foundation, each stone carefully fitted and laid and with no defects covered with mortar or whitewash. A good reputation is as essential to the success of a labor organization as it is to a bank. Effort is being made to mislead the workmen and to go back to the motto: "He shall take who has the power and he shall keep who can."

If the workmen of America will deliberately espouse such a cause and sanction such methods then, indeed, have the struggles and sacrifices of the past 50 years been worse than wasted, and the progress and elevation of labor is but an empty boast.

CLAIMS PROVEN.

Once more we refer to the investigation, ordered by the House of Representatives, into the action of Judge Jenkins in issuing his famous restraining orders against the employes of the Northern Pacific and the officers of the organizations of which they are members.

These injunctions contained provisions which had never been a part of any similar orders issued by federal judges, and in which most important questions are involved. The officers of the organizations decided to test this case and to resort to every lawful and honorable means to secure relief from the burdens imposed, as well as to prevent, if possible, the establishment of a dangerous precedent upon which other judges might base similar action.

The portions of the order objected to were:

"From combining and conspiring to quit, with or without notice, the service of said receivers with the object and intent of crippling the prop-

erty in their custody, or embarrassing the operation of said railroad, and from so quitting the service of the said receivers, with or without notice, as to cripple the property or to prevent or hinder the operation of said railroad" * * *

"And from combining or conspiring together, or with others, either jointly or severally, or as committees, or as officers of any so-called labor organization, with the design or purpose of causing a strike upon the lines of railroad operated by said receivers, and from ordering, recommending, approving or advising others to quit the service of the receivers of the Northern Pacific Railroad Company on January 1st, 1894, or at any other time; and from ordering, recommending, advising or approving, by communication or otherwise, the employes of said receivers, or any of them, or of said Northern Pacific Railroad Company to join in a strike on said January 1st, 1894, or at any other time, and from ordering,

recommending or advising any committee or committees or class or classes of employes of said receivers, to strike or join in a strike on January 1st, 1894, or at any other time, until the further order of this court."

It was decided that these questions should be brought before the people in the most forcible way. We were unable to understand why, if this was a fair construction of the law, all of the eminent judges who have passed upon these questions had failed to discover it. If it was not a fair construction of the law, we assumed that it was fair to inquire into the reasons which influenced or prompted the action. There is but one body which has authority to inquire into such questions, and we decided to ask the House of Representatives to make such inquiry.

Looking for one who would earnestly champion the cause we naturally sought a friend of the working man and found him in the person of Hon. L. E. McGann of Chicago. The earnest and efficient efforts put forth by him have, more than all else beside, brought about the investigation. Mr. McGann introduced a resolution in the house directing the committee on judiciary to make investigation into the action of Judge Jenkins. "Especially with regard to the legality and propriety of said order and injunction and make report thereon with specific recommendation as to what action, if any, should be taken by Congress in regard to the issuance of such order and injunction and also to prevent a recurrence of the conditions now laid by such order and injunction upon railway employes on the said Northern Pacific road, those engaged upon other roads, officers and members of labor organizations throughout the country and all persons generally."

This resolution was passed and the duty of making investigation was delegated to a subcommittee consisting of Hon. C. J. Boatner, of Louisiana; Hon. Wm. L. Terry, of Arkansas, and Hon. Wm. A. Stone, of Pennsylvania. This committee met in Milwaukee, Wis., on the 9th, and entered upon the investigation. Upon the one side there were examined as witnesses, Messrs. Sargent, Wilkinson, Wilson, Arnold, Ramsay and Clark. On the other side, Receiver Oakes, General Manager Kendrick and Attorneys Curtis, Miller and Spooner. It was claimed that the order was without precedent; was an improper and oppressive application of the power of the court; and infringement upon and abridgement of our constitutional rights. In that the object sought and attained was to bring to bear the power of the court to compel men to work against their will, and that there was no occasion

for the issuance of *any* injunction (let alone one like this), hence its issuance was an abuse of the process. How nearly these claims were established we leave the reader to judge from the following letter and the evidence of General Manager Kendrick. For want of space we omit portions of the letter which are descriptive of the hardship which would fall upon the N. P. Ry. Co. in the event of a strike, and which have no direct bearing upon these claims, or upon the claim that the injunction invaded personal rights and liberties of the officers of the organizations in prohibiting them from "advising, etc.," the men to leave the service of this company.

The letter is dated at St. Paul and addressed to Mr. George P. Miller:

"I send you herewith the original of a letter this day received from Mr. Kendrick, which kindly carefully examine. I send also a copy of the same letter to Senator Spooner to-night.

"The order which was obtained and the writ issued thereunder, recently at Milwaukee, concerning a strike, is very full and admirably drawn, yet there is one feature of the case which, it seems to me, this order does not fully cover; and on this view of the case Mr. Oakes, Mr. Kendrick and all the operating officers here agree. It is this: That we ought to have another order issued prohibiting the controlling powers of the various organizations from ordering a strike. There are a very large number of Northern Pacific employes in each of the eight branches mentioned in Mr. Kendrick's letter who will not strike unless ordered to do so by their superior officers; and it is to prevent this order being issued that I think we ought to address our very best attention now.

"The petition should be broad enough to prevent the various labor organizations from taking any steps tending to facilitate or assist in the making of an order to strike. It should prevent the thirty-two people, with whom our operating officers are to meet and have conferences tomorrow, from making reports advising a strike. It should also prevent the officers of each of the local organizations from taking any part in ordering or promulgating a strike, and the committees of such organizations should also be included. It will be necessary, of course, to include the head officers who declare or order strikes in the first instance.

"I suggest to you, for the consideration of yourself and Senator Spooner, another proposition, and that is whether or not you cannot obtain from the court an order restraining the employes of the Northern Pacific, under the peculiar circumstances surrounding this case, from quitting the service of the company in the winter time, without giving the company at least 15 days notice as suggested by Mr. Kendrick in his letter.

"This has never been done by any court, but the reasons for so doing are apparent, from the letter of Mr. Kendrick, and the petition which you proposed recently upon which the other order was obtained, and also the opinion of Judge Ricks in the 54th Federal Reports, page 746.

"There are the conditions surrounding the employment of the men, which may be considered in this case, and it seems to me to be fairly within the equitable power of the chancellor to compel these people, inasmuch as they have had, practically, six weeks' notice of this reduction and have not yet determined what course to pursue, not to quit the company's service without giving it at this time of the year at least fifteen days' notice in writing Yours very truly,

JAMES McNAUGHT,
Counsel for Receivers."

Mr. Miller testified that this letter was presented to Judge Jenkins as reason why the injunction should issue and that the same was read by the judge before the restricting order was signed. It would be an insult to the intelligence of the judge to question the fact that he knew just what he was doing and why it was desired that he do it.

Mr. Kendrick testified that no threat or talk of strike had been indulged in by the representatives of the men; that he had no good reason to believe that the officers of the organizations contemplated advising a strike; that he knew it was necessary to poll the men; that he knew such vote had not been taken, and that he believed it would take at least two weeks to take such vote. In reply to question, "Why then did you apply for injunction?" he said, "I thought it was a good time to get one." We do not wish to be understood as criticising the management of the road. We believe they made a mistake, but they had an object to attain, and if they could use the United States courts for that purpose they had a perfect right to do so. We criticise the action of the judge who, in his desire to protect and serve the interests of one party, apparently loses sight of the rights of the other, while he stands expected to be the unbiased and unswerving custodian of

the rights of both. His attention was practically called to the fact that no court had ever undertaken to compel free men to work against their will, and yet the order issued contained the words, "And from so quitting the service of the said receivers, with or without notice, as to cripple the property, or to prevent or hinder the operation of said railroad."

Judge Jenkins says the men have an unquestioned right to quit; that personal liberty is not restrained, yet he declines to modify the restraining order by striking out the provision which prohibits men from "so quitting." "with or without notice," "as to hinder the operation of said railroad." It needs no argument to prove that if any large number, and in a thousand not improbable cases, a small number, or even an individual, should quit, the operation of the road would be "hindered."

The decision is paradoxical. The ground taken we believe will prove untenable. Appeal has been taken to the higher courts, but if the House of Representatives is largely composed of men who compare favorably with those who have brought about and conducted this investigation, in point of fairness and interest in the welfare of the people, it is safe to assume that the legislative branch of the government will provide against such misconstruction or misapplication of the intent or spirit of the laws, by the judiciary, before a decision can be secured from the highest tribunal. The question of railroad receiverships, as at present created and conducted, opens up a most interesting subject for the consideration of our legislators, and if they are not blinded by prejudice they will find much that the interests of the people and the government demand should be corrected.

SEEN THROUGH DIFFERENT GLASSES.

The Railway Age commenting upon the decisions of Judges Jenkins and Caldwell, says:

"Some confusion of principles has been developed from the recent judicial decisions concerning railway strikes. At the investigation at Milwaukee this week into the decision of Judge Jenkins restraining the Northern Pacific employees from engaging in a strike the heads of the labor organizations and also the chairman of the congressional committee expressed the opinion that the "court had no more authority over the employees than the officers of the road had before it passed into the hands of the receivers." Going still farther the decision of Judge Caldwell in the case of the Union Pacific employees was to the effect that a court may compel the officers of a road which happens to be in its hands to increase the wages of employees and may prohibit

them from making schedules and rules for the government of the employees. According to these views the powers of the court are for the restraint and punishment of the employer but only for the protection of the employees; a view of the relations of labor and capital which does not conform to the common sense of equity or to the general tenor of judicial decisions, and in the nature of things cannot stand. A court of equity may not show favoritism or exercise its powers for oppression. It must do exact justice to all parties before it and neither employers or employed should desire anything else * * *

In neither case was the right of employees to insist on higher pay and to quit peaceably if the demand was not granted jeopardized or abridged.

* * * * *

After all no great principle was at stake. The

rights of labor were just as safe before as after these rulings; the rights of capital are not injured by the announcement of principles already well understood. But unfortunately the use which is being made by agitators of these judicial utterances will tend for a time to widen the breach between capital and labor which fair minded men were hoping to see closed."

The Thirteenth Amendment to the Constitution of the United States provides that "Involuntary servitude, except for crime," shall not exist. We would be glad to have the *Age* explain how the application of the words "and from so quitting the service of said Receivers, *with or without notice*, as to cripple the property, or to *prevent or hinder* the operation of said railroad," quoted from Judge Jenkins' restraining order, differs from involuntary servitude, if there be in the service those who wish to quit. The idea that the employes of a bankrupt railway company—made so by questionable financiering and perhaps placed in charge of the courts for the purpose of avoiding the payment of honest liabilities—are deprived of their personal and constitutional rights, or any part of them, by the appointment of a Receiver, and the operation of the road under direction and protection of the court, is un-American, paradoxical and unreasonable.

The *Age* says "a court of equity may not show favoritism or exercise its powers for oppression. It must do exact justice to all parties before it and neither employers or employed should desire anything else."

As between two Judges, one of whom affords to both parties a full and free hearing, before deciding, the other of whom decides without any hearing or investigation, but upon wholly *ex parte* statements, there is but little question as against which the charge of favoritism would (if made) lie. "Exact justice" can never be administered on *ex parte* statements. As to desiring anything more, we can answer for the employed. We desire only justice. We seek no favoritism at the hands of either the Legislative or Judiciary branches of the government.

We see nothing inconsistent in the claim that the court may direct the action of its receivers in the matter of fixing rates of compensation to be paid employes and the rules to govern them, while they may not say that the employes shall not quit the service. The court has, beyond doubt, a right to fix the compensation of the receivers and every one employed under them. The court cannot, however, say that either the receivers or those under them shall work for the compensation offered. The receiver

may resign, the one to whom the place is offered may decline it, the employe may quit. The court is (or should be) powerless to force unsatisfactory or distasteful service upon any. The truth of the matter is that in many cases railroad companies go into voluntary bankruptcy and secure the appointment of receivers upon application of the debtor instead of the creditor, for no other purpose than to secure some "favoritism," not necessarily from the judges personally, but from the strained construction of the laws which the judges have announced. We are not a compendium of law, but have heard it said by those who ought to know, that our laws nowhere authorize Federal Judges to appoint receivers. If this is so it would seem that the whole question is one of assumption of authority on part of the judiciary and it seems clear that the precedents set, point directly to an oppressive exercise of the power of the court. The position of the *Age* seems to be that the employe should be amenable to the court while the receiver should be left to exercise his will without let or hindrance. We are not willing to embrace the opinion that "After all no great principle was at stake." A great principle is directly at issue and a great problem is being solved. The attention of the whole nation has been arrested and fixed upon this question. The duty of our legislators is plain and their acts must stand the tests of the convictions of their constituency. Comparing the decisions the *Age* says:

In one decision the court extended its protection over the public by an order against threatened violence, and in the other case peace was assured by requiring the owners of the property to pay for it.

We (as well as all others who were in a position to know) know that in neither case was a strike probable. In neither case was a strike threatened or talked of by any representative men or representatives of the men. The evidence of the general managers of the two systems, given at hearings before Judge Caldwell at Omaha, and before the congressional committee at Milwaukee, corroborates this statement. The effort to convey the impression that Judge Jenkins, by his action, prevented a strike, is "Crying wolf when there was no wolf," and it is used as a log rolled out to attract attention from the real points at issue. A few, radically inclined, among the employes gave loud expression to their individual opinions. To accept their expressions as a fair gauge by which to determine the feelings of the whole, would be about as reasonable as to listen to a lecture, on his belief, delivered by an atheist, and then declare that the American people were infidels.

RESULT OF AN INVESTIGATION.

The sub-committee from the Committee on Judiciary of the House of Representatives, to whom was delegated the investigation of the action of Judge Jenkins in issuing his (in)famous restraining orders against the employes of the Northern Pacific Railway Co and the officers of the organizations to which those employes belong, have made their report. That every claim made by us against the Judge's action was proven and that every charge made was well founded, is shown by the report of a majority of the committee, which is in substance as follows:

Notwithstanding the suggestion of the employes that they desired to confer, the orders were obtained without awaiting the results of a conference, or being in possession of any definite information of the intention of the employes with respect to the schedules. The original order received December 19 had a two-fold aspect. It reduced existing wages and enjoined and prohibited those who were to receive them, if they remained in the service of the company, from quitting the service with or without notice so as to cripple the property or injure the operations of the road. On being advised that if so ordered or advised by the officers of the organizations to which they belonged the men would quit the service in a body, and that under the construction placed upon the existing order (the injunction) by those who had obtained it, they would thereby commit a contempt of court and were liable to punishment for so doing, the officers of the company immediately asked for, and the judge granted, the second order of injunction, December 23. The object of this was to insure to the company the compulsory services of the operatives, because under the first order of the injunction the employes could not quit without being guilty of contempt, and would not do so unless ordered by the officers of their several organizations; and if these officers were prohibited from advising the strike, it was perfectly evident that the officers so enjoined could not discharge this function of their office, and the men could not quit when prohibited from so doing by the court and not authorized to do so by the organizations by whose rules and regulations they were governed. This was the object sought to be obtained. That the order was drawn to effectuate it, and it was signed by the judge with that intent, the language of the order and concomitant circumstances left no room for doubt.

Your committee has no hesitation in declaring that the orders rendered were a gross abuse of the power of the court; were supported by neither reason nor authority; were beyond the jurisdiction of the judge, and were therefore void.

The second or supplementary writ was more reprehensible than the first, because the judge was advised before he rendered it of the exact objects and purposes sought to be accomplished. There was no suggestion in either of these letters of any fear from illegal acts, but the fear from suspension of traffic, of an attending damage to the road and inconvenience to the public were

the sole reasons for the action. Your committee also finds that no measures looking to a strike had been inaugurated, nor does any seem to have been in contemplation, nor does it appear that any of the persons named in the writs of injunction have remained in the service of the company against their will. It does appear, however, that while they regarded the writ void, they believed that so long as it was in force they were bound to obey it under penalty of punishment for contempt if they violated it, and this consideration might have been more effective than they are aware of in inducing them to remain in the service.

Your committee does not concur in the opinion of the judge that the decisions rendered in the Toledo cases by Judges Taft and Ricks at all support his contentions. On the contrary, both of the cases clearly recognize the principle that courts of equity cannot enforce the specific performance of the contract for personal service by writs of injunction and other processes, but that in such cases the remedy is at law by an action for damages. They also clearly recognize the right of the laboring people as a means of selling their labor at higher price, of coercing employers to accede to their demands. In determining the lawfulness of the proceeding of this kind, the judges justly take the law as sustaining the employe, and inconvenience to the general public cannot be considered.

If employes have the lawful right to combine in a strike for the purpose of forcing compliance with their demands or securing the highest wages and best terms possible, that right cannot be remedied by the fact that its exercise is levied on the interest of others. Its principle applies, of course, only to those strikes which exist in the withdrawal from service by concert and combination. Should violence be done to the person or property of the employer by those who have combined against him, if others would supply the service which the strikers have abandoned and are prevented from doing so by violence, intimidation, threats or other unlawful means, these acts are not only unlawful but in most instances would constitute violation of the criminal laws and be punishable as such. The conclusion, therefore, of the judge, that the employes of the Northern Pacific might be forced by him by writs of injunction, to protect that company from loss and the public from inconvenience by remaining in its service at a rate of wages to which they had not given their assent, is one in which we cannot concur, and which, in our judgment, is supported by none of the decisions which he cites.

Your committee find nothing in the testimony or see any corrupt intention on the part of the judge to render these orders. It is altogether possible that he is sincere in the conviction that he properly exercised the equity jurisdiction of his court in preventing loss and damages which would have resulted from a lawful strike against the Northern Pacific. This view of the case prevents us from recommending any proceeding looking to his impeachment, but in order that there may be no further excuse for the rendition of any such orders or decrees, and that the courts

of equity of the United States may not be deceived as to the extent of their powers in enforcing contracts for personal services by legal process, we recommend the enactment of a statute which will prevent them from doing so.

We also feel constrained to call attention to the abuses which have grown up under the powers assumed by the judges of the courts of the United States to appoint receivers for railroad corporations. These orders being rendered in court under proceedings instituted nominally for the purpose of effecting foreclosures, but really for the purpose of averting pursuit of creditors and the enforcement of lawful obligations, are considered as interlocutory and not subject to appeal. If however, an appeal is granted, it does not have the effect of suspending the execution of the decree and the road passes into the hands of a receiver, who operates it, at least pending the appeal, and this action of the judge is entirely independent of any control whatever by the owner and creditors of the property. The powers exercised by the courts through the receivers are purely of their own creation, the result of judicial construction not ascertained or limited by statute, and therefore dangerous. Your committee is of the opinion that the cases for which receivership may be ordered in the courts of the United States should be declared by statute. The anomaly has been presented for years of great railway corporations being operated, and the business of common carriers being carried on by the United States through the judicial lines of the government and of the judges possessing at once the powers pertaining to other judicial officers and combining with those the powers of the president and directors of corporations united in one and the same person. The committee is also of the opinion that the powers asserted by the judges of the United States courts to punish for contempt are dangerous, and they should be limited by law.

In the case reported—federal report in re Higgins—Judge Pardoe declared that his power to punish for contempt was unlimited, both as to the amount of the fine and duration of imprisonment. In his judgment he could decide without appeal what constituted a contempt, who committed the act, and the extent of punishment to be inflicted. In that case he held a number of violations of the criminal laws of the state of Texas likewise to be contempt of his court.

Under his construction, an assault and battery or any violence or unfairness committed by an employe or servant of a railway company in the hands of a receiver would be considered a contempt of his court. If this principle be a correct one (and the decisions seem to be cited by other courts) and were approved it would be extremely convenient to substitute it for the criminal laws of the states. The exercise of police powers and the protection of life and property by those agencies would be relieved by the authority of a United States judge who instituted proceedings for contempt. Limitations contained in the constitution, viz: Providing for trials by jury, being confronted by witnesses, being represented by counsel, etc., would likewise be relieved. With-

out taking issue with the judges as to whether they had correctly or incorrectly stated the law on this important subject, your committee is of the opinion that the protection of property rights should be left in the hands of executive officers, and that violations of laws should be punished by proceedings defined and provided by law, and that in order to prevent the abuse of authority claimed by the judiciary, their power to punish for contempt should be defined and limited by law.

The fact that the members of the committee who make this report (Messrs. Boatner and Terry) are of the same political faith as is Judge Jenkins, conclusively proves that party politics is not an influencing factor in the finding. The integrity of the gentlemen composing the committee has never been questioned, and certainly still stands unchallenged.

Judge Jenkins' honesty is not assailed in the report, nor has it been by us. But the fact is clear that Judge Jenkins either has a very poor conception of the proprieties and of the duties of a judge in a court of equity or he is too easily influenced by those who have access to the ear of the court.

It is to be hoped that no time will be lost in arranging for legislative action on the lines recommended in the report. It is also to be hoped that nothing but healthy legislation will be sought by the working people. We need no special or class legislation. We only ask for the passage of laws which are fair to all and a fair show in their application by the judiciary. Labor can care for itself if not oppressed by the "powers that be." The disposition to so oppress is entertained by many, but the turning point is reached. The decision of Judge Caldwell in the U. P. case and this report mark the beginning of a new era. Will workingmen appreciate the advantages of the opportunities opened and by intelligent action on their own part assist in advancing their cause, or will they cling to the ideas and to the practices of the past, thereby refusing or neglecting to keep pace with the progress of this progressive age?

This investigation has brought our cause more prominently before the people than could possibly have been done in any other way. The eyes of the world are upon the organizations composed of railway employes. It is to be hoped that the membership of those organizations will give evidence of the possession of that superior intelligence which, it has always been claimed they possessed.

"CLAIM EVERYTHING IN SIGHT."

The esteemed RAILWAY CONDUCTOR in speaking of the Union Pacific case, breaks a straw lance on the A. R. U. by omitting to mention that it was through the efforts of that organization that the case got into court, and that after the leading light of the O. R. C. had been requested by his own men to keep his fingers out and stay away from Omaha. The grand officers were only in court as auditors, and not as "proper parties." The great victory was not gained by, but in spite of them.—*The Railway Times*.

We do not consider it worth while to go into detail in denying the falsehoods contained in the above, relative to the representative of the O. R. C., who responded to the call of the committee of that order.

It may be a good plan to "claim everything in sight," but as the Union Pacific case was taken into court by the organizations named by Judge Caldwell in his decision it will be difficult to convince those who saw the attorney for the A. R. U. refused a hearing on no less than three occasions during the hearing before Judges Caldwell and Riner, that that organization was the "proper party" or a very important factor in that case.

The Times will find it better in the long run to stick to the truth, and we believe it will be better for it to argue the questions at issue from some other standpoint than that of personal abuse, largely mixed with misrepresentation.

POOR OLD READING

The Philadelphia and Reading Railway Company has made itself notorious as the most bitter enemy of organized labor; it has passed through various receiverships, trustee holdings and Congressional investigations; its present financial condition does not speak well for both the business sagacity and honesty of those who have controlled its affairs, but it adds to the notoriety of the "Reading." Is it not just possible that the open hostility to organization among the employees has been "a log?" The liabilities of this corporation are \$280,000,000, while it cannot show assets worth \$175,000,000. Their coal lands originally cost about \$26,500,000, at a time when coal lands were high. Nearly 100,000,000 tons of coal have been taken from them, and now these lands are figured as an asset worth \$60,000,000. Ten years ago the road and its terminals were figured by the company as having cost \$27,000,000. Now with no mileage having been added they are figured as \$80,000,000 of assets. Canals listed as \$9,000,000

of assets do not earn more than one-half of one per cent on that valuation.

The Comptroller furnishes a statement showing an excess of assets over liabilities of \$5,000,000, while the accountant appointed by the bond interests figures from the books of the company \$7,186,000 liabilities over and above all assets. This must be a pleasing showing to the stockholders, and they can find much to attract their attention in an effort to figure out how the United States courts are to get the "elephant" off their hands without repudiation of securities, which in reality represent nothing of value. It has cost the estate some \$700,000 now for having its affairs handled by the court.

It will be better all around when Congress acts upon the recommendations of Boatner's committee and puts a stop to the vicious practices which have grown up out of the present manner of providing and conducting receiverships.

Some months since D. G. Ramsay, Grand Chief of the Order of Railway Telegraphers, was arrested on the charge of having been concerned in a conspiracy to cut the wires of the B., C. R. & N. road at the time of the telegraphers' strike of the year before. After several postponements the case finally came to trial in the district court of this county, resulting in the acquittal of the defendant. Not only Mr. Ramsay, but the cause of organized labor in general is to be congratulated upon this fortunate outcome. It is a fundamental principle of these bodies of laboring men that the settlement of all differences between them and their employers must be settled by

peaceful means if possible, and in no instance are such means as those mentioned countenanced or allowed. The conviction of the chief executive of one of them upon such a charge would go far to give the lie to all claims for a law-abiding spirit and conservative action and would do almost incalculable harm to all orders alike.

To those who have had business dealings with the management of the Great Northern railway or to those conversant with the peculiar methods which prevailed in the management, the efforts to make it appear that Mr. Case was responsible for the condition of affairs which led up to the

late trouble, will appear to be, just what they are, attempts to shoulder responsibility onto others. There is not a railroad president in the land who gives more attention to details than does Mr Hill, and it was known to many that in proposing the new schedule Mr. Case was acting under specific orders from Mr. Hill. We have no special interest in Mr. Case, but we love fair play.

It would seem that no man in this country is safe from the political candidate-mongers who are ever on the outlook for a victim. Simply and only because Judge Caldwell made an eminently just and fair decision in the Union Pacific case they at once pounced upon him as suitable material for a presidential candidate. No one who knows Judge Caldwell or has followed his career will dispute his possession of those intellectual qualities necessary to make a desirable executive for this government, and in him honest labor would find a steadfast friend, but he would be the last to accept such promotion as a reward for the performance of a plain duty. When the decision in question had been rendered and some of the men interested crowded forward to thank the judge for it, he said to them in substance, "Never thank a judge for doing his duty. If he gives a wrong decision roast him. If he gives a right decision it is no more than he is in honor bound to do." No man is entitled to thanks for doing his duty. Judge Caldwell did only what he thought

was right and he wants no thanks, neither does he want the presidency, for so doing.

As the time for the meeting in New York City approaches, the interest in it appears to grow stronger. Lenox Lyceum, at Fifty-eighth street and Madison avenue, has been secured for the gatherings, which will commence on the 27th inst. and continue until the 29th. Representatives of the O. R. C., B. L. F., B. L. E., B. R. T., O. R. T. and S. M. A. A. will be in attendance and questions of the first importance to all will be discussed. Among other matters the delegates will endeavor to agree upon some plan to be followed in the direction of such legislation as may be deemed beneficial to the interests of railroad employes, at the hands of state and national legislators, without regard to party. The value of a general arbitration law and the best means of obtaining one that will be of practical benefit, will also be considered. Other matters of general importance will be brought forward and no pains will be spared in making the meeting one of permanent value to the railroad men of the country. As has been stated, the arrangements for this conference have been left with Divisions 54 and 104 of the O. R. C., and the past successes won by their members in similar matters will be warrant that nothing will be left undone that will in any way tend to bring this meeting fully up to the expectations of the most enthusiastic.

COMMENT.

The Coxey movement, which is just now attracting so much attention throughout the country, and which many persons are inclined to regard as something unique in history, appears to find its parallel in the march of the Blanketeers, which took place in England in the spring of the year 1817; and it but goes to exemplify the truth of the saying that "history repeats itself." The Blanketeers were a body of men who marched to London, much in the manner in which the Commonwealthers are now marching to Washington, for the purpose of presenting petitions to Parliament and inducing that body to accede to their demands for the enactment of certain measures of reform in the government. The movement had its origin among the weavers of Lancashire. Early in March of the year 1817, the tenth of the month, I believe it was, a vast body of workingmen assembled in St. Peter's Field at Manchester for the purpose of discussing the question of Parliamentary reform which was just then agi-

tating the country, and for the further purpose of organizing an army which should march to London and present its petition to Parliament in a body. This meeting was called the "Blanket Meeting," because of the fact that those who attended were observed to have a blanket, or large coat, rolled up and strapped, knapsack fashion, to their backs; and, for the same reason, those who participated in the movement were known as "Blanketeers." Some carried bundles under their arms; some carried rolls of paper in their hands, supposed to be petitions which had been got ready to present to Parliament upon their arrival in London; and many had stout walking sticks in their hands to assist them on their journey. The magistrates came upon the field where this meeting took place and read the Riot Act. (One week before this, on March 3d, the Habeas Corpus Act had been suspended throughout the kingdom, under "An Act to empower his Majesty to secure and detain such per-

was as his Majesty shall suspect are conspiring against his person and government.") The meeting was dispersed by the military and the constables, and no more than three hundred of the Blanketeers, without leaders, and without organization, began their straggling march towards London. These were followed by a body of constables who apprehended some and induced others to desert, until, when the Blanketeers spread their blankets at Macclesfield, at nine o'clock that night, they numbered less than two hundred. These kept on their march, their numbers meanwhile, continually decreasing because of desertions and arrests by the authorities along the line of march, until the 17th of the month, when a mere handful of, the original Blanketeer army reached the outskirts of London and concluded to disband without having accomplished their purpose of appealing to Parliament. It does not appear that any of the reform leaders of that time, Cobbett, Hunt, Brandreth, etc., were connected with this movement, and the movement does not appear to have had the least influence on the actions of Parliament; but, as with the Copey movement of to-day, the movement was but an ill-directed expression of the general discontent with current social and economic conditions which prevailed among the working classes. Then, as now, the working classes recognized the fact that it was the vicious policy of their law makers that was largely responsible for the evil conditions surrounding them, and, then, as now, they instinctively turned to the law makers with the expectation that they would be afforded some measure of relief through the enactment of laws favorable to their interests. Many went into the Blanketeer movement actuated by the belief that it was the most effective way in which they could exercise their right of petition; but the belief was erroneous; Parliament continued in its vicious course of manufacturing special legislation undisturbed by the Blanketeer movement; and, in this respect, also, history will no doubt repeat itself with regard to the Commonwealers and the Congress of the United States.

* * *

And the apathy and pandering to selfish interests, instead of carrying out their plain duty, which characterizes our law makers, may justify us in carrying the parallel farther. The reformer, William Cobbett, whose views on government are well known, was the moving spirit of the agitation for Parliamentary reform. Cobbett advocated Parliamentary reform as a corrective of whatever miseries the lower classes suffered; and by the circulation of his *Penny Register*, which he began to publish in 1810 it was said that

his writings "were read on nearly every cottage hearth in the manufacturing districts." Cobbett's object was to suddenly raise up the working masses and turn them into active politicians. He called upon the people to assemble and petition; he exhorted them against the use of force; and, with rare eloquence, he exhorted them to demand the right of universal suffrage. It was through Cobbett's inspiring teachings that the Blanketeer, and kindred movements of that period, made headway. Instead of meeting the demand for reform the government tried to suppress Cobbett, but he was shrewd enough to keep within the law, and until after the suspension of the Habeas Corpus Act he could not be touched. A society known as the "Spencean Philanthropists" jumped into the band wagon. They derived their name from a certain Mr. Spence, a Yorkshire schoolmaster, who had been prosecuted in the year 1800 for promulgating the doctrine that the State should become the owner of all the land of the kingdom, and divide all the produce of the land equally among the people. It may easily be imagined that such agrarian teachings as this would not be very well received in England in the year 1800. However, in the year 1816 Spence's doctrine was revived, and numerous societies of "Spencean Philanthropists" were instituted in London, where they actively entered the movement for Parliamentary reform. The Spenceans under the leadership of a certain Mr. Watson, precipitated a riot in London in December, 1816, when one man was shot and considerable property destroyed. Parliament became alarmed. The reformers were denominated conspirators, and, in the debates in the house on the 18th and 19th of February their objects were described to be "the overthrow of all the political institutions of the kingdom and such a subversion of the rights of property as must necessarily lead to general confusion, plunder and bloodshed." This debate culminated in the suspension of Habeas Corpus on the 3d of March; the Blanketeer movement began on the 10th; Cobbett suspended the publication of the *Register* and fled to America to avoid arrest on the 28th of the same month. The leader of the Spencean riot was tried for high treason, but the government failed to secure a conviction. Thus things went on without Parliament conceding anything to the demands of the reformers, for two years more; when on the 16th of August, 1819, occurred what is known in history as the "Manchester Massacre." On that date a vast concourse of people had assembled in St. Peter's Field, the same place where the Blanketeers had assembled two years before, to listen to an ad-

dress by one of the reformers named Hunt—"Orator Hunt," as he was called. The people carried banners on which were written "Unity and Strength, Liberty and Fraternity," "Parliament's Annual, Suffrage Universal," and such like mottoes. Hunt mounted a platform and began his address, the multitude was thoroughly quiet and orderly, but before he had uttered more than a dozen sentences the military suddenly appeared and charged upon the assembled multitude. The people were wholly unprepared for the onslaught, six persons were killed, and a great number wounded more or less seriously. Hunt, and nine of his companions, was seized upon the hustings and brought before the Manchester magistrates to answer to the charge of high treason. This charge was not sustained; but Hunt and his companions were afterwards tried upon a charge of "unlawfully assembling for the purpose of moving and inciting to contempt and hatred of the government." On this charge they were convicted and sentenced to various terms of imprisonment. The government was now in a state of almost helpless terror, but instead of meeting the legitimate demand for reform by the enactment of pacific legislation, Parliament assembled and passed some of the most iniquitous laws known to English history. These were the infamous laws known as the Six Acts, which Lord Campbell described as "the unconstitutional Code, the latest violation of our free constitution." They were Acts: to prevent delay in the administration of justice in cases of misdemeanor; to prevent the training of persons in the practice of military evolutions; to authorize justices of the peace to seize and detain arms; to more effectually prevent seditious meetings and assemblies; to subject certain publications to stamp duties; and to more effectually prevent and punish the crime of seditious libel. And this was the spirit in which the legitimate demands of the people for reform in the government was met; it was not until thirteen years later, in 1832, that the first reform bill passed both houses of Parliament and became a law.

Have we the slightest warrant for assuming that our own law makers are animated by any different spirit, with respect to the demands for reform that are being echoed from all parts of the country, than were their English prototypes of the early part of the century? If we could only be certain that congress would adjourn to-morrow and relieve the country from its vacillating policy, leave the laws entirely alone, for a period of at least ten years, the country would be decidedly the gainer. We could better afford to pay our law makers their salaries to stay quietly at home and do nothing, than to pay them for working positive injury to the country, as they have been doing lately. At any rate, the element of uncertainty would be removed; persons who are doing business in the country would know what they might expect to encounter in the shape of laws for a definite period, at least, and could govern themselves accordingly. They would know that they might count on a settled policy for at least ten years, and that itself, even if the policy was known to be a vicious one, would be a decided advantage to the industrial factors of the country. No man can blame a business man for fighting shy of the present situation; no man can honestly blame another for refusing to invest capital in industrial enterprises while the present condition of uncertainty continues. And what is congress doing to relieve that condition of uncertainty? Absolutely nothing. Every move they have so far made has been in the direction of increasing and intensifying the feeling of uncertainty as to what will be the outcome of their legislation. This condition will not be remedied by any Quixotic movements like the army of the commonweal; the remedy lies in another direction. It is in the ballot box. If one party does not meet the demand for reform in a proper spirit we must try another; we must put in power a party that is of the people, and in sympathy with the demands of the people. Workingmen have the votes to do this, if they will only stick together; let us see if they have the intelligence to properly use them.

"B."

BORROWED OPINION.

A bill is now before congress to prohibit ticket scalping. The measure is undoubtedly in the interest of honesty and equity.—*Express Gazette*.

If the hard times will squeeze some of the water out of railway stock and fry a large portion of the fat out of the salaried offices, so that better wages can be paid for the real workers and better dividends be paid the *bona fide* capital invested, while giving lower rates on the transpor-

tation of farm products, they will not have occurred in vain.—*Railroad Register*.

The car stove has got to go. Laws were passed against it by the New York legislature, but the railroad companies paid little heed to them and contested their constitutionality. Great regard corporations have for the constitution when they can use it. The court of appeals has just sustained the law, and the New York & New Haven

railroad is compelled to pay the state a penalty of \$7,000 and costs for violating the law by failing to heat their cars with steam.—*Pittsburg Post*.

The decision of Judge Caldwell in the dispute between the receivers of the Union Pacific railroad and their employes seems to be viewed with much surprise, and even consternation on the part of certain classes; just why a decision based on common sense and equal justice to all should occasion surprise, they do not attempt to show. Evidently the fact of a just judge deciding a case upon its actual merits, in the interest of honest labor is sufficient to cause a ripple of surprise to the would-be dictator class, from the extreme charity of such cases in the past. When both sides receive equal consideration at the hands of courts of justice, such decisions as Judge Caldwell's will be the rule and not the exception.—*Railway Carmen's Journal*.

The inter-state law has been, like Pandora's casket, productive of its share of evils. The law either needs revising or repealing, and if subjected to the former process there should be a digest prepared to go with it that would explain definitely what the statute means and what can be done under it, and how much benefit and how much injury it is supposed to work when applied to labor and capital. * * * Employes are accused of being afraid to trust their cases in the hands of the court. The accusation is unfounded in truth, for where there is any opportunity given them for an even show for a just decision they are perfectly willing, as is attested by their ready compliance to the demands of the judges having the Union Pacific matter in hand, but where the courts promise nothing but defeat and where lack of reason and bad laws prevail they have no anxiety to engage in a battle, certain to be lost to them. The courts will be welcomed as an asylum for the amelioration of the oppressed when they give evidence that justice will be dispensed equally and impartially.—*Railroad Trainmen's Journal*.

From Pennsylvania comes the command, "The Huns must go." It is uttered because of the terror inspired by these half-savages in the recent strikes by coke-makers in the territory east of Pittsburg. These Huns commit murder and pillage with fiendish glee. They are as fearless as a wolf, and just as dangerous. Their wolfish propensities are known everywhere. Though the disturbances in the coke district are deplorable, no one sympathizes very deeply with the employers. American citizens were driven from the places of their former employment and replaced by the savage, wolfish Huns. The employers are now paying dearly for their short-sightedness. The Huns are unmanageable; they have learned to strike for higher wages; they fear not death,

man or the devil, and to attain their ends they will, in a mad frenzy, commit murder and pillage. That they have done, and will continue to do, so long as they are tolerated. For this reason the command has been heard in Pennsylvania that the Hun must go.—*Elmira Telegram*.

In all eras of industrial depression the tendency of vested rights and authority is to infringe upon the rights of the masses and for the corporate and capitalist class to still further diminish the consumptive power of the people—the wage-workers—through a reduction in wages. There can be no question that the organizations of labor have acted as a great check upon these tendencies. In all previous crises the organizations of labor have been crushed out of existence, and with their disappearance the grade has been downward until the lowest notch was reached; and only when the so-called "dead capital" became worn out and useless and had to be replaced by new, thus gradually but slowly re-employing labor. The removal of the barrier to further aggressions, the crushing out of labor organizations, successfully accomplished during previous industrial panics, is impossible in our day; thanks to the better methods and basis of present organization. Beyond doubt the duration of an industrial crisis depends upon the strength, energy, permanency and grit of the organized toilers. It was to this cause that the panic of '73 lasted more than seven years and that the present one will be happily passed in very much less time.—*American Federationist*.

The experiment of the British government with the eight hour day as compared with the nine hours in the war department and the published result that declared in favor of the eight hour day was published a few weeks ago. Now comes the report of a private firm which has also made a year's experiment on the same lines. Wm. Mather, senior member of the firm controlling the great Salford Iron Works in Lancashire says that nothing could have been more satisfactory than the results of this trial. No reduction was made in wages and the eight hour day was paid the same price as had been paid for the nine hour day. Mr. Mather declares that the output of the works has been greater than ever, with no corresponding increase in expenses. As a consequence he urges an extension of the government eight hour day to all the public works. It is not difficult to understand that a workingman who is in a happy, contented frame of mind does more work—produces more—than the man who is haunted by anxiety and uncertainty as to the present and future. If an individual has any doubt of the truth of this statement let him study himself under the different conditions and then he can express an intelligent opinion.—*Every Saturday*.



By the Way Side.

"I'm sorry she's dead, 'cause she was good to us."

It was a forlorn, poorly clad child of possibly twelve summers, standing with a crowd at the door of a church into which a coffin had just been carried.

"I wanted to give her these," she added, holding up a bunch of wild syringas. "We haven't any flower garden, but these are so pretty, and they are white. Do you think they'll let me?"

It was such a wan troubled little face turned up to mine, I could only answer, "I think they will."

She made a hesitating move towards the door, paused a moment, then turned, and again the great questioning eyes were raised to mine.

"If they won't let me, do you think she will know I wanted to?"

"I am sure she will." I answered so confidently the little clouded face brightened, a glad light came into the eyes, and she almost smiled as she moved away and disappeared within the church.

Surely some attending angel will whisper into the ear of the departed the heart's desire of this little one.

"I'm sorry she's dead, cause she was good to us."

Simple words, but better than flattering obituary or "storied urn." They are recorded, not by man, but by the recording angel; not for time, but for eternity.

I know not who "us" are; I know not who "she" was; but I know there was love and charity; I know there is regret and sweet remembrance, and the world is the better for it.

JOSEPHINE BRINKERHOFF.

St. Louis, Mo., April 27, 1894.

Editor Railway Conductor:

Our regular meetings and one called meeting have been held during the past month, but with nothing of special importance to mention. The by-laws for Division No. 11 have been prepared and sent to the Grand Secretary for approval.

Sister Bucklen entertained us at our last regular monthly tea. We were pleased to have some visiting ladies with us, and hope in the future to have more. Brother Hartel was the only gentleman who favored us with his presence, but we hope there will be more next time. We spent a very pleasant and profitable afternoon. Sister Cory entertains us next month. I am glad to state that no illness or distress of any kind, more than in the ordinary course of every day life, has visited anyone in our midst, and peace and harmony prevail; perhaps it is my imagination, but it seems that there is more of unity and sociability among us since we have begun our strictly social gatherings. How we wish that more of the conductors' wives would unite with us.

Mrs. Ed. Williams will be with us soon, she will be initiated at our next meeting. So the work goes on slowly but steadily, which is probably the best growth. It is a little discouraging to read the letters from other Divisions and hear how the Brothers of the O. R. C. assist the L. A. in every way possible, one after another of their Divisions giving an entertainment in the honor of the Sisters, or in some way showing their interest in the work. If they knew how much good a little word of encouragement from our "Lords and masters" does us, they would surely speak. We now depend on them for a good attendance at our hop and entertainment which we give at Archer Hall May 17. A table of fancy goods donated by the sisters will be for sale, among the various articles a dozen hemstitched napkins worked with the initials and number of our Division. We are all interested in those; the highest bidder gets them. We have been making great preparations for the "O Why" degree and will confer it in all its oriental splendor, we having imported the magnificent paraphernalia regardless of expense, exclusively for this occasion. We confidently hope that many O. R. C. men who may be in the city will present themselves at Anchor Hall for initiation, that in the future they may profit by the great benefits conferred in this degree. We sincerely

hope to have a goodly attendance of conductors and their wives who are not members of our Order. Ice cream, cake and strawberries will be served throughout the evening. We promise everyone an enjoyable evening.

MRS. JNO. B. FRENCH.

DES MOINES, Iowa, April 13, 1894.

Editor Railway Conductor:

That nothing has appeared in THE CONDUCTOR from Excelsior Division No. 19, this year, is the fault of the correspondent, who promises not to be so dilatory in the future. I will hasten to let the Sisters hear from us on this our second anniversary. Two years ago to-day, the 13th of April, a dear Sister from Ottumwa, accompanied by a sister from Creston, came to Des Moines, through one of the worst storms we ever had in April, to organize our Division. After dinner we went to the hall and found there twenty-two ladies, all ready to ride the goat and become members of the Ladies' Auxiliary to the Order of Railway Conductors. We have been in a very flourishing and prosperous condition ever since, thanks to Sister Lockeridge and our noble president, Mrs. O. T. Johnson, who has worked hard for our welfare and has never let anything arise to make ill feeling among the members of our Division. This is saying a great deal, for there is a saying, by whom I cannot remember, that: "Women can never agree." But we all feel sure there is nothing in that saying. We have now thirty-three members and prospects of one or two more, and I must say, we will have to wait until some conductors and their families move to our city, or some of our young conductors get married, before we can get any more members in Des Moines. We are expecting one or two from Stuart. We have two Sisters living in Stuart, who try to attend every other meeting and who are using all their influence to secure additions to our membership.

There have been some changes in railway circles in Des Moines since we organized. Changes are never new to railroad men or their families. All the C., R. I. & P. R. R. men have been moved from Des Moines in the past year and a half, so we have Sisters living in Valley Junction, Stuart, Washington, and four in Davenport, and one Sister in Perry. But they all try to attend every meeting, and the distance cuts no figure. Sister Woods moved to Kansas, so she took a withdrawal card. Sister J. Erke moved from St. Joe to Des Moines, so what was St. Joe Division's loss was our gain.

Sister E. N. Agnew has been traveling in the

west for the past six months with her little son who has been ailing for a year now.

Sister Bohlen and husband are rejoicing over the arrival of a ten pound boy at their home.

The little daughter of Sister Tilden, of Stuart, who has been so sick, is on the fair way to complete recovery.

A number of our ladies went to Eagle Grove to assist our Grand President in organizing a Division there. They were delighted with our Grand President and the Eagle Grove ladies, and say they were royally entertained.

We are looking forward with great pleasure to a visit from Mrs. Moore, the last of May. It will be the first time any of the Grand Officers have visited our Division.

Our officers for the ensuing year are as follows: President, Mrs. M. E. Rich; Vice-President, Mrs. N. W. Milby; Secretary and Treasurer, Mrs. H. I. Mills; Senior Sister, Mrs. J. Erke; Junior Sister, Mrs. Jas. McMahon; Guard, Mrs. J. Druce.

Yours in T. F.

MRS. ANDY. McLRES.

Sociability.

Written for the Ladies' Department.

The word sociability explains itself; we all know the meaning of it, or if we do not let us dwell for a moment here. When I hear the word sociability I think of a disposition to associate and converse with others, but there are a great many ways of applying this word, or rather, a great many ways of being sociable.

We meet with a great many kinds of society as we journey through life. We meet different kinds of people each day. Some are sociable and always willing to give a helping hand, others are selfish and do not like to be troubled or annoyed.

Oh! how nice when we are lonely and in a strange community, with no friends or relatives, to meet with a sociable person; such a person recalls to our memory, *home*, and dear friends left behind. We can make a friend of such a person, and ere long we are no longer lonely, but contented and happy. Sometimes we travel a great distance before we meet with such a person, for such persons are very rare indeed. We may meet persons who are prone to be very sociable and kind, but are they true? Sad, sad, indeed it is to say, we sometimes find those whom we considered our best friends, false. They are sociable and kind when with us, but their selfishness overcomes their sociability and kindness and they become false.

In some communities we find the people distant and not sociable, ready to quarrel and talk about the strangers among them. Oh! what must be the feelings of a person so situated! I think they would be tempted to say quite often, "If I were only home again, or had I just one kind friend to utter one kind word in my behalf." Undoubtedly they recall the words of Victor Hugo, as he entered a little village and found the people ready to talk about him on all occasions; he said, "There are many tongues that wag but few heads that think."

I think when some people are talking, or as they would say, expressing their thoughts, they do not think how much pain one little word may cause, yes, one foolish word, for remember, a word once spoken can never be recalled.

As Longfellow tells us in these few lines:

I shot an arrow into the air,
It fell to earth, I know not where;
But long, long after in an oak,
I found the arrow still unbroke.
I breathed a song into the air,
It fell to earth, I know not where;
But long, long after as time would lend
I found the song, in the heart of a friend.

Now, I think we should all endeavor to be sociable and kind, and when we are tempted to say unkind words just think, "I know not where they may light." We all meet, but we know not for how long, and when we part let it be with a kindly feeling towards all, for we may never meet again; but we hope to meet some day as one society, and there we shall understand clearly the meaning of the word "sociability."

MRS. ANNIE DUMBLETON,
McKees Rocks, Pa.

Systematizing Work.

Written for the Ladies' Department.

"Oh, dear!" sighed Madeline Rivers, "my sewing looks like a mountain, I hardly dare touch it. I have so little time to sew, and all for your little hindering hands," she added, kissing Lily's dimpled fingers. "I get discouraged, Aunt Marie—if we were only rich, now."

"Don't do that, Madeline, every housekeeper sees just such times, and they always pass over. If you were so rich you need never touch any work you would have some other trouble you would feel quite as much. Those who have neither poverty or riches are the happiest in the world; wealth never made anyone happy. There must be something higher to satisfy the soul. Someone, I think it was the Duke of Queensberry looking out of the window of his beautiful country seat saw, spread out before him, a scene of rare beauty and magnificence. The Thames

rolled on beyond, and as he watched it winding in and out, he exclaimed, 'Oh, that tiresome river! will it never cease running, and I so tired of it,' who would desire to change places with him? That was only a fanciful trouble, but just as real to him. Every one must meet troubles in this life, and the greatest secret of happiness is to learn to bear them well, as someone has said, 'to pack them into as small a compass as possible so we can carry them more easily,' and, in order to do this we must look them fairly in the face and see which are real and which we had better drop and leave behind us. Now, Madeline dear, just get a pencil and paper and make out a list of the pieces of sewing you have to do, patching, darning, and all. I will take care of baby. I think she will sit on the floor and play; if you will fold up a soft quilt and spread it down we will try her. There, little darling! now something for her to play with; suppose we give her a bright tin basin full of clothes pins from the kitchen. There, I think she will be quiet for some time. Now, for the list."

So the next half hour was spent in noting things to be done, and it was quite a list to be sure, and Madeline felt more discouraged than ever as she glanced it over.

"It looks like a mountain, as you say, Madeline, but did you ever see the picture of a man with a pick-ax in his hand, at the base of a mountain, laboring to reduce the pile, with this motto below it, 'Little by little.' Now, select the article needed most and we will soon have that off our hands."

And so she set to work and had mended her husband's coat, by dinner time, and felt amply repaid when he went to put the coat on by having him say:

"Why! you have mended my coat equal to a tailor, dear."

Aunt Marie, too, had finished a sweet little apron for Lily and hemmed a handkerchief for her nephew, so there were three articles less on the list and she felt quite encouraged.

In the afternoon baby took a good long nap and another apron was finished and two little dresses cut out and commenced. Altogether, it was a good day's work.

"I don't see the magic of setting down on paper what I have to do," said Madeline, "but I confess I have not accomplished so much in a long time."

"The 'magic' lies in systematizing your work, Madeline. One can accomplish at least a third more by planning well beforehand, and when you commence a garment always try to finish it before beginning another, though it is well to cut and roll up carefully a number of articles

you are about it; then you have the satisfaction of seeing every day what you have done.

I wish every housekeeper would try this plan for a week, laying out her work each evening for the next day, and see if she does not accomplish twice as much as before. I know a woman's life is full of interruptions and that the best laid plans must often be set aside for the sake of others, yet with all that, I am sure we can do more by having a system than by doing things by chance. We often waste a great deal of valuable time by irresolution, that is, by not deciding upon what we will do, and doing it at once.

Just get the start once with your work in this way and you will be surprised to find how much leisure you will have and how much more you can enjoy life."

Madeline felt very grateful to her aunt for her good advice, and by following the same it has served to help her through many rough places that must come to every true housekeeper.

MRS. WILL W. LONG,
Grand Rapids, Mich.

BUFFALO, N. Y., April 26, 1894

Editor Railway Conductor:

I have just returned from our first anniversary meeting, and thinking perhaps some of the Sister Divisions would be pleased to hear how much has been accomplished by 'a year old,' I have decided to give you a history of our short existence. Our Grand President, Mrs. Moore, instituted Division No. 40 one year ago to-day, in B. of L. E. Hall, with eighteen charter members. The use of the hall was given to us for three months, free, by Division No. 15, B. of L. E. At the expiration of that time we moved to O. R. C. Hall and placed ourselves under a rental of forty dollars a year. Here was our first obstacle, our dues, less grand dues, were not sufficient to pay rent, and if we wished to exist we must go to work. Our first enterprise was a picnic, where we had the pleasure of having our Grand President, Mrs. Moore, with us, and all spent a pleasant day in Grand Island and had the gratification of adding seventy-five dollars to our treasury. Our first social gave us forty dollars more and the second thirty more, and the satisfaction of knowing that they were fully as successful socially; and also gained us the promise of several new members. To the ladies of Division No. 40 too much praise can not be given for their earnest work in the past year. Our number has been increased to twenty-nine and we hope soon to add more. I think, with the energetic workers we have, that the coming year can see our number doubled. To celebrate our

anniversary we held a social and each member was entitled to bring one non-member. The ladies served ice cream and cake and spent a very pleasant afternoon. May each succeeding year bring with it renewed prosperity and may all our Sister Divisions have as prosperous a year as has been the lot of Columbia Division No. 40.

Yours in T. F.,

MRS. A. HUFF.

TOPEKA, Kansas, April 14, 1894.

Editor Railway Conductor:

As it is some time since anything has appeared in behalf of Western Division No. 33, L. A. to O. R. C., perhaps the friends will be interested in knowing that we are alive and prospering. On March 30th a social entertainment was given at the home of our president, Mrs. Ettie Griffith, which proved to be a very enjoyable occasion and everyone went home pleased with the good time they had. Another very enjoyable affair was the surprise party given our sister, Mrs. Alice Furgeson. The first part of the evening was spent in music, games and cards, after which a dainty lunch was served. Our Division is in a flourishing condition. At our last meeting we took in one new member and hope to soon have another.

Yours in T. F.,

MRS. EMMA FLEEKER

ATLANTA, Ga., April 12, 1894.

Editor Railway Conductor:

Since we last wrote Golden Rod Division has continued to take in new material and confer the degrees on the remaining charter members until we now have thirty-six good members and will continue to grow. The O. R. C. has moved into a nice, large, airy hall on the third floor at 117½ Whitehall street, and we have moved to the same hall. The Auxiliary has already done a great deal of good here in bringing about a better acquaintance between the conductors' wives, and causing them to visit each other, and we can't understand why the conductors and their wives in the other cities of the South don't take interest and start Divisions of the Auxiliary, as it is just what they need. If any of the Southern conductors should read this I hope they will interest their wives in the Auxiliary and get some new Divisions started. Atlanta will give a grand exposition in the fall of 1895, and we hope all the Brothers and Sisters will come to it, and to the Grand Division in May, 1895, and see the finest city in all the beautiful southern country.

Yours in T. F.,

MRS. M. J. LAND.

CIUDAD, JUAREZ, Mexico, March, 27, 1894.

Editor *Railway Conductor*:

"From the uttermost parts of the earth," do I hear you say? Well, that is what we thought, as we left Marion, Iowa, three months ago, to join the "bread-winner," who is now in the employ of the Mexican Central. After a tedious journey of our days, over hills, valleys and mountains, seeing very many beautiful and interesting objects, we arrived at ancient Juarez.

The inhabitants of Juarez number nearly seven thousand, very few Americans, families of those employed on the Mexican Central.

A few minutes' ride, or short walk, takes us across the Rio Grande river, into El Paso, Texas, under the "Stars and Stripes" once more; then we do not feel so lonely and far away from friends left behind.

El Paso is situated at the foot of Mt. Franklin and claims twelve thousand inhabitants, nearly all of whom are Americans. They have fine schools and churches.

I read the last *CONDUCTOR* with much delight. Every number gains in interest.

I sincerely hope that S. P. has regained good health.

Am very glad that Marion and Cedar Rapids Auxiliaries are prospering so nicely, and may they, as well as all others, live long and prosper, is the wish of

MRS. C. L. BELL.

MEMPHIS, Tenn., April 7, 1894.

Editor *Railway Conductor*:

Bluff City Division, No. 29, Ladies' Auxiliary to O. R. C., begs to make its salutation and say our Division is prosperous and its members enjoying many of God's blessings, and that we are adding our mite in ameliorating, as far as is in our power, the suffering of humanity. Also encouraging our good Brothers in their noble work. We, too, are *jubilant* over the late decision of the honest Judge H. C. Caldwell. He has, with the strong arm of the law, given that recognition to organized labor that they are justly entitled to, and surrounds our labor organizations with that dignity that we have always felt they would receive before this great battle for *right* was ended. Honest men—ah! and women, too—toiling for an honest living by the command of our Great Creator, are not to be longer oppressed by autocracy; they must, and ever will, receive the approval of the honest masses of our liberty-loving people. Surely, our Sisters of the L. A. to O. R. C. of America, from California to Florida and from Canada to Texas, will unite in asking of

our Heavenly Father Heaven's choicest blessings upon Judge Caldwell, the honest and fearless judge.

Now, Mr. Editor, I must say the members of our Division have just reasons to feel somewhat elated. We, a year-old Division, received on March 5th of this year, the handsome gold medal given by Mrs. Sam. Dustan to the Order, to be awarded to the Division making the best record in charitable and other good work for the past year, and we start afresh for the year 1894, giving an entertainment by which we realized some two hundred dollars, all of which was given to charitable institutions. Our entertainment was a grand success, both socially and financially. You will feel assured of that when I tell you our President Mrs. Sam. Dustan, went to work for that success. Whatever she undertakes is sure to succeed. She works with both heart and brain. Mrs. Frank Downey, Mrs. Z. T. Goodwin and some two or three others gave her great assistance. Many Sisters whose *hearts* were in the good work were unable from sickness and other causes to give their time, but we say to one and all, thanks, many thanks, for all assistance rendered the L. A. to O. R. C., for we feel assured that many have been benefitted by the donations and all will unite in saying God bless the cheerful giver.

Yours in T. F.,

A. P. S.

Over Her Grave.

The linnet in the rocky dells,
The moor-lark in the air,
The bee among the heather-bells
That hide my lady fair.

The wild deer browse above her breast;
The wild birds raise their brood;
And they her smiles of love caressed
Have left her solitude.

I ween that when the grave's dark wall
Did first her form retain,
They thought their hearts could ne'er recall
The light of joy again.

They thought the tide of grief would flow
Unchecked through future years;
But where is all their anguish now,
And where are all their tears?

Well, let them fight for honor's breath,
Or pleasure's shade pursue—
The dweller in the land of death
Is changed and careless, too.

And if their eyes should watch and weep
Till sorrow's source were dry,
She would not, in her tranquil sleep,
Return a single sigh!

Blow, west wind, by the lonely mound,
And murmur, summer streams—
There is no need of other sound
To sooth my lady's dreams.

—[Emily Bronte.]



JACKSON, Tenn., March 29, 1894.
Editor Railway Conductor:

As correspondent for No. 149 I seize this opportunity of addressing a letter to you for publication. The last communication from Jackson Division bears the signature, "Irish." Now, without hesitation, we confer that title on our genial S. and T. whose laughing blue eyes and golden locks (?) "bringeth visions of the Emerald Isle" too truly for us to have mistaken his identity. We join him, heart and hand, in his praises of the ladies of Ideal Division, L. A. to O. R. C. Fortune, that fickle goddess, favored the writer with an opportunity of attending the entertainment already praised so highly, and to all present it was an event worthy of remembrance. One thing we do know and that is this: both "Irish" and Brother McElwain—though unprotected by their wives—were royally entertained, and while Brother Mc. is physically delicate, he did ample justice to the tempting viands placed before him, not once neglecting to get in a smile to the ladies when a chance favored him. After partaking of the elegant repast the ladies were entertained by speeches from those who had taken the "Oh Why" degree, and Brother Gravett became so enthusiastic in his expressions of praise for the ladies that his wife was forced to "call him down."

By accident we came in possession of the beautiful words written and delivered by Sister Phillips in presenting the beautiful altar cloth, and request a publication of same.

A few items in regard to Division No. 149 and I have done. We meet Saturday nights and should a Brother be absent when in, and give no good excuse, he hears from our worthy Chief, Brother W. N. Harris, whose example as an Order man we would all do well to follow. We should feel proud of No. 149 and never let a meeting pass without attending if possible. Hear the communications from our Grand Chief Conductor and Grand Secretary and Treasurer, and by so doing we derive lasting benefits, take interest and success will surely follow; so let us

join together and make 1894 one of the most profitable years in the history of our Order.

Wishing our Order much success, I am

Yours in P. F.

"MOSE."

[The presentation speech by Sister Phillips, before mentioned, was appropriate to the occasion and highly interesting but lack of space forbids reproducing it.]

PARKERSBURG, W. Va., April 11, 1894.

Editor Railway Conductor:

Another Division of the Order of Railway Conductors has been successfully organized. On March 25 last Mr C. H. Wilkins, A. G. C. C., of Chicago, arrived in this city and began the work of organizing Parkersburg Division, No. 369. The new members had secured J. O. U. A. M. hall for that occasion and will use it on the second and third Sundays of each month. About forty members of neighboring Divisions were present to assist in the good work and they were entertained at the Commercial House. Eleven candidates were in waiting and were soon sent out on duty over the rough and extremely dangerous road traveled by all Railway Conductors. Under the guidance of our worthy A. G. C. C. they all passed through in safety and became full members of the new Division and of the Order we all love so well. These new members are: J. W. Johnson, John Hanley, Thos. Henry, Adam Smith, W. E. Hendershot, W. P. Hannah, Jas. Hannah, L. A. Rose, C. L. Irwin, C. W. Ebert, and W. E. Walker. There are several more to follow and we are promised work for some time to come. The old members who came in by transfer are Geo. H. Bailey, A. E. Prickett, Thos. Murray and P. J. Moran, of the B. & O.; W. Dils, W. W. Wilson, T. W. Cook, W. A. Morehead and W. Bowers, of the O. R. R. The officers elected for the year are Geo. H. Bailey, C. C.; W. H. Hendershot, A. C. C.; J. W. Wilson, S. and T.; J. H. Hannah, S. C.; P. J. Moran, J. C.; John Hanley, I. S.; W. P. Hannah, O. S.; and C. W. Ebert, Thos. Henry and

L. A. Rose, Trustees. The A. G. C. C. exemplified the entire work, ending with an hour's pleasant talk on instructions, during which he gave us the cheering information that our beloved Order now numbers near 23,000 members with 369 Divisions. We have had one meeting since, in which one new member was put through all right.

Yours in P. F.,

L. A. ROSE.

HARTFORD, Conn., March 30, 1894.

Editor Railway Conductor:

As I read the recent numbers of THE CONDUCTOR I failed to find anything from Division 50, so I will break the ice, and hope some of the boys will take a tumble and try to represent us now and then, for we have as smart a lot of conductors as are to be found in New England.

Business remains about the same here, with no prospects of picking up any. The New England cut all their employes 10 per cent last fall. The B. L. E., B. L. F., B. R. T. and O. R. C. sent committees to protest against the reduction. They could not get it, so they tried to have some time set when it would be restored. President McLeod promised to put it back the first of December. December came but no return of wages, so the committees called on President McLeod again. He said the road was not earning enough to give them the raise and asked for ninety days. They gave him sixty days, and McLeod pledged his word to grant their request. On the 1st of February, 1894, the wages were restored to the B. L. E., B. L. F., B. R. T. and O. R. C., but the rest were left in the cold.

On the P. R. & N. E., where they were running twenty-two crews last winter and spring, this spring they have eight crews, and they are scratching to get a living. In one month they discharged ten freight and four passenger conductors for trifling things. Since the P. & R. have had control of this line it has been their custom to see how many they could make hustle for jobs. A cut of 10 per cent has taken place since the 1st of March on this line, with the promise of its being restored the 1st of May. The boys can make as much money sawing wood now as they can working for the "Poor, Ragged & Near Eternity."

We are taking in new members right along despite the hard times, for the boys see the benefit of belonging to the grand old O. R. C. Don't wait for them to come to you, Brothers, but get out and see how much you can do for your fellow-men by bringing in good timber to build with. It is a sad sight to see so many good men doing nothing where most of them would be willing to do any-

thing for a living. It is strange where you will find the O. R. C. pins worn these days. They are even extending to the street car line, where you may see Brothers driving down Asylum street on a dead run trying to make up lost time.

Sunday afternoon was the regular day for our meeting, and I was sorry to see so few turn out, as it was a fine day and there was no excuse for not attending. This is one great trouble with this Division, not taking proper interest in its meetings, but some of our members will stand around on the street corners, criticising what was done while they were away, but will not join their Brothers and give their views in the Division room.

The four different orders, the B. L. E., B. L. F., B. R. T. and O. R. C. have been giving monthly "smokers," and they are well attended, bringing closer friendship and harmony than has existed before. The next "smoker" will be given by the O. R. C., in their hall, April 8th. A good crowd is expected and a fine time for all, as Division 50 is the banner Division of this section, ready to act at all times and composed of as fine a lot of boys as is to be found anywhere.

Having tried to break the ice I will get in to clear, and hope some one else will get ambition enough to show the readers of THE CONDUCTOR that Division 50 is not dead.

With best wishes to THE CONDUCTOR and the grand old craft, the O. R. C., I remain,

Yours in P. F.,

"L."

CLEVELAND, O., March 28, 1894.

Editor Railway Conductor:

Division 14 having no regular correspondent but little is seen in our valuable journal from this locality, except occasionally Brick's, which, by the way, strikes hard and hits the object aimed at. Give us more Brick.

Some far away Brothers in Maine and Mexico may think there is no Division in Cleveland, or, if any, it is quite small; not so, Brothers. Division 14 has 150 members, and 149 of them are good, capable correspondents, but many of them, having had narrow escapes, are afraid of losing their hand coupling on the pen. And still our Division grows, thanks to some of our hustling Brothers, notably at Canton. Although not able to attend Division meetings often, we know they are of us and alive to their duty when petitions continue to come from their district.

Let the good work go on until, at the close of '94, every eligible conductor in the United States and Canada may have been advanced, and let us also strive to keep what we have and may get. Some of our most bitter enemies to-day have

been at one time good Brothers, but fell; fell by the wayside; did not heed the proper signal in time—perhaps none was displayed—but for some fancied wrong, non-payment of dues, lack of aid and encouragement on our part, there is an enemy where there might have been a Brother. There are scores of Brothers who have been out of employment for the past six to eight months; let us give them all possible aid for fear they will not be of us, and use all influence possible to obtain work for them. Let us discontinue our long orations as to the evils of this or that legislative bill or where to cast our ballot. The question at issue is where to find employment for O. R. C. Brothers that are driving street cars and those that can find none to drive. (Good advice.—Ed.) I am confident our Grand Officers will ably and judiciously handle the bills. Therefore let us give the Brothers aid and encouragement in this direction until such time as we can substitute something more beneficial.

One more word, Brothers. Get a move and federate. If nothing is gained but harmony it is good. Hoping to hear from the 149 Brothers next month, I will close with

Yours in P. F.,
150TH.

COVINGTON, Ky., March 31, 1894.

Editor Railway Conductor:

The plan of organization proposed in my last letter is so radical that it no doubt will meet with many objections and objectors. However, we feel assured that we can overcome every objection that may be offered. Whether we can overcome the objector is another question, for we fully realize that should the plan be adopted the "fond ambition" of many a good Brother to represent his Division would "perish." If the delegate is elected by a district composed of several Divisions it will be a question of the "survival of the fittest." The "good fellow" and the good Brother who is so patriotic and enthusiastic for the welfare of the Order that he is willing to donate his time and expenses if his Division will elect him their representative will not be in it. Neither will seniority prevail. In providing for the election of delegates we would first require that all Divisions should hold the annual election of officers on the last meeting in December, so as to make the elections as nearly uniform as possible. We would then require that any Division in a district in which a delegate was to be elected desiring to place a candidate in nomination should do so at the last meeting in November. The secretary should then notify all other Divisions in the district of the nomination and the

notice should have the seal of the Division attached and be attested by the Chief Conductor or Assistant Chief Conductor, or in the event of the Secretary being placed in nomination the notice shall be signed by the Chief Conductor and Assistant Chief Conductor. At the regular election of officers the candidates shall be voted for and the vote cast shall be taken up without counting and put in an envelope and sealed with wax by three of the officers of the Division, neither of whom are candidates. They shall then be placed in the custody of some disinterested member to hold until the first meeting in January, when three disinterested officers of the Division shall open and count the vote and make return of the result to the Grand Secretary on blanks which have been furnished by him. The Grand Secretary shall, as soon as possible, after the first day of February, call to his assistance two disinterested members of the Order and proceed to canvass the vote, counting only the vote that was cast for candidates regularly nominated. The candidate receiving the highest number of votes shall receive a certificate of election as delegate and the candidate receiving the next highest number of votes shall receive a certificate of election as alternate, and he shall act as delegate at any session of the Grand Division in the absence of the delegate.

The election of Grand Officers should be conducted on the same plan. This would give the right of suffrage to every member of the Order instead of the right to vote for Grand Officers being delegated to a few, and at the same time it should give to every member the right to become a candidate for a Grand office whether he be a member of the Grand Division or not. If this idea were adopted I would suggest the following plan: Any member desiring to place in nomination a candidate for a Grand office should forward the name to the Grand Secretary not later than October 1st preceding the election. The Grand Secretary should then apprise the Brother of his nomination and ascertain if he will accept which should be done by November 15th. The Grand Secretary should then furnish to each Division a list of candidates to be voted for at the regular annual election, together with blanks for returning the vote cast, which should be done before the first day of January. The vote for Grand Officer should be canvassed by the Grand Secretary in the same manner and at the same time as the vote for delegates.

This plan would save one entire day to the Grand Division, and would save to the Order at least \$1,600, and do away with much that more appropriately belongs to a political convention

than to the opening session of the Grand Division of the Order of Railway Conductors.

The plan of reorganization of this Grand Division and for the election of delegates and Grand Officers as presented by the writer is somewhat crude as to detail, but the principle is well defined. At a first glance it may look to some to be somewhat cumbersome, but after mature consideration I think that idea will be banished.

It will secure equal and exact justice to all and place every member of the Order on an equality so far as the right to vote and hold office is concerned. It will also save to the members at large from \$25,000 to \$28,000 per annum.

I started out in my first letter with the suggestion that as THE CONDUCTOR was now in the hands of every member, through its columns would be the proper place to discuss questions that may arise and theories that may be advanced which have for their object the "Good of the Order."

Following the line of that suggestion I have presented the above for consideration, hoping that it will meet with favor.

Yours in P. F.,

M. D. FELKNER.

CHADRON, Neb., April 1, 1894.

Editor Railway Conductor:

Div. 173 is short a CONDUCTOR correspondent, so I take it upon myself to say a few words about our Division and the country in which we are located. We are a quiet, inoffensive set of railroad people, that earn our daily bread on the F. E. & M. V. R'y., running from where civilization leaves off, to the wild and woolly Rockies, (Long, Pine, Neb., to Casper, Wyoming). Of course there are many who would not admit that Chadron, our Division station, was not one of the greatest cities in the west, and the country and climate the greatest on earth. But opinions differ in regard to this. At least there are a few, lately that speak of the sunny south, with its oranges and bananas and its advantages in general over the cold, chilly north. But, then, you will excuse this sudden change that came over the boys when you learn the circumstances that brought about the change. The severe snow storm that passed over the country lately, and blockaded our line completely, might possibly have caused some of the boys to wonder what they had done with all that big money they had made last fall. A number of the F. E. trains were snowed up between stations, but Nos. 5 and 6 on the Wyoming line fared the worst of all. No. 5, run by Brother Jim C., and No. 6, by

Brother Freddy R., were tied up in snow drifts, twenty miles from telegraph stations, and as far from something to eat. They were held in this position for seven long, weary days before they were released from their imprisonment. The long delay in reaching them, was on account of the rotary snow plow breaking a number of times, delaying the work of opening the road. Brother Jim C's passengers all deserted him, as soon as the storm abated sufficiently to admit of a journey over-land on foot; so when the rotary opened the road to his train none but the crew were aboard. They all had a lank Dr. Tanner look about them. Their food for the seven days was something they couldn't afford at home—young steer three times a day. Of course we don't know how the steer came into their possession, as no one mentioned that part of the story. But when the rescuing party arrived there was nothing left but the tail, and preparations were being made for a last repast on ox-tail soup. Yet they complained about their food. But it is second nature for a railroad man to do that, even when every one knows they haven't near as good at home.

After starting Brother Jim on his train homeward bound, the work of grinding snow was resumed. To get to Brother Freddy, some eight miles further west, was the object in view. After hours of hard grinding and a break-down or two, Brother Freddy's train was reached. Now, Brother Freddy hadn't any fat to spare when he left Chadron, but his seven days' fast relieved him of part of what little he had, so that we failed to recognize the lank individual that came to meet the rotary, with the exclamation, "Thank God, we're saved." After listening to a long tale of woe, he, too, was given a biscuit and water and started on his way lighter hearted than he had been for several days. Shortly after releasing the last train, the rotary gave out—broke spider in right cylinder, which made quite a racket, and frightened Brother Jolly Jack, who was at the wheel, so bad that he jumped straight out through the skylight and off into ten feet of snow, from which he was rescued a few moments later by the jarvies. When asked why he did not step out the side door, he said he didn't know which side was broke, so he took no chances—he went through the roof; said he wasn't scared, but he was very pale and nervous, probably due to an over-exertion to get on the safe side, as Brother Jack is a man who always takes the safe side.

After the rotary gave out, the work of clearing the road was resumed with an engine plow, which was accomplished after long hours of hard bucking.

I will take you back to Chadron a few moments, then bid you adieu. Division 173 has some thirty-five members, which I should judge was a fair average, and the boys respond nobly at roll call—sometimes we can get as many as nine or ten, out of the thirty-five, together. But we get there just the same.

The different questions on legislation, called to our attention by your circular letters, have been given careful attention and the points at issue discussed with interest by most of the members.

Yours in P. F.,

C. O. G.

DULUTH, March 23, 1894.

Editor Railway Conductor:

Having been a close observer of Duluth Division No. 336 since its institution, and as our chief correspondent is laying off for the next twelve months, I thought I would cut off a few lines for THE CONDUCTOR in regard to the times past and present. We have had a very successful Division in the past. Brotherly love has reigned supreme. Lately there seems to be some dissatisfaction in our ranks. Of course we don't expect things will go along smooth with sunshine all the time, but there have been one or two petitions rejected and it looks as if it was pure spite-work. We do not regret the members we have lost so much as the bad opinion formed by those who know of no reason for the rejection. I hope the Brothers will take this up at our next regular meeting and discuss the subject in question on its merits, and that the result will bring back sunshine in the end. Now, Brothers, don't for a minute think that this was written to hurt anyone's feelings. The writer applies it to himself as well. I hope each and every Brother will take a hand in the good work and judge impartially every matter that is brought before the Division, and not stand aloof and let the Division suffer. Then we will register "No Sigs."

We have a membership of thirty-five and good prospects for the future. The only sorrow that has befallen us was the removal by death from our midst of our esteemed Brothers, A. P. Dodge and James Fitzgerald, both of whom were highly esteemed by the traveling public and all members of our Division, and we sincerely regret the loss of two Brothers who were so loyal to the cause. We also deeply regret the loss of the beloved wife of Brother F. Macomber, who so recently passed away, and we extend our most heartfelt sympathy to our Brother in his bereavement.

We have had a hard winter, but taking everything into consideration the Brothers have done fairly well. Brothers J. C. McGreevy and L. E. Bieberman are conducting the way freights, and

are assisted by Brothers Pug, Jinger, Hungry Bill and Isaac. Our most esteemed S. and T., Brother Geo. L. Woollen, was recently promoted to a passenger run, and looks well in his new uniform. He is assisted by Brother Sleepy Jim. Brothers Dutton and Cornell are running 1 and 2. Brothers Finnigan and Manary have been running the red bird turn about.

Yours in P. F.,

AN OBSERVER.

CHICAGO, Ill., April 2, 1894.

Editor Railway Conductor:

Owing to the present hard times there are a great number of our Brothers in good standing out of employment. I met with one Brother who had been looking for work of any kind he could get for more than a month. I kept him with me for some time, and now he has a position as a switchman in this city, and he is a happy man.

During his stay with me I have heard him relate his discouraging experience while looking for work. He says in some instances he would find a Brother and ask him about work when he would simply say, "Nothing here—more men than this company can make use of," and then walk away. But he found other men at different places who helped him all they could and showed a pleasant, sunny disposition.

The above is only a sample of the feelings toward our noble Order. Cannot this be remedied in some way? Cannot each and every one treat our Brothers kindly, if we cannot help them to a job? We should at least treat them as Brothers, for "United we stand, divided we fall."

Is there not a remedy to keep some of our boys at work who are to-day roaming about, and who feel that not only they must suffer the hardships, but also their dear wives and the little ones?

How can our unemployed Brothers find work? Will each and every one give this matter a thought? Study out some plan and present it to the next Grand Division for consideration.

Organize a bureau of information and have a member in each Division keep it posted as to chances of work for those who seek it.

Yours in P. F.,

CHICAGO.

[Members are too careless over the question of helping a Brother to employment. They can do a world of good in that direction if they will.—ED.]

ST. ALBANS, Vt., March 13, 1894.

Editor Railway Conductor:

I see there has been nothing in THE CONDUCTOR, so far this year, from Division No. 24. Brother Jed was appointed to the position of cor-

respondent but fished up a pretext or two upon which to get excused. Now who is correspondent we are all guessing. Division No. 24 is in fine shape and having good meetings. We are somewhat afraid our hall will soon be too small for our membership. There are still quite a few members who are in town at our regular meetings and remain away, causing us great regret. Business on this road is very good and has been, most of the time, both passenger and freight. There is but little excitement on the line as we have been having splendid luck this winter, hardly any accidents, save once in awhile an unavoidable one. Most of the boys are working for the company's interest—and that means success for the road. There have not been many changes with the conductors for some time. Brothers Keef, Fisk, Bannister and Dewbar are holding the good runs on the north division. Brother Hurley is staying on the St. Johns local and says it is good; Brother Geo. Wells is spare passenger conductor at present; Brother Pat is still going after the doctor, etc.; Jackson is working about every day now—not much time to chin; Brother Sturtevant is seen around once in awhile; Brothers Flint, Remington, Young, Peck, and eighty or ninety more are all O. K.

Yours in P. F.,

"SERRI."

NASHVILLE, Tenn., March 3, 1894.

Editor Railway Conductor:

There is a matter of considerable moment to me, and, in fact, to many old timers, and I want to present it to the members through the columns of *THE CONDUCTOR*. To most of us there comes a time when we must step down and out of active railroad service. I, like many others, have lost my position as conductor, a position I held with one company for twenty-three years, and am now compelled to seek some other means of gaining a livelihood. Of course my assessments come in as they always did, and therein lies the matter I wish to present. Why is it that when one has been a member of the Benefit Department for ten years and is forced into other walks of life, some means may not be provided by which he may draw out what he has paid in assessments? He is growing old and does not want to commence at the bottom again and work up, as he did when he was younger. Perhaps he has a little home and would like to spend his last days with his family, at the same time his income is such that he cannot pay the assessments. Of course his family must be the first care, and he is obliged to drop the insurance. It does seem to me that it would be no more than fair and just for the next Grand Division to pass a law allow-

ing a member, when he has paid assessments for ten years, and is over 45 years of age, to draw out in the manner suggested. Such a sum would be a great help in starting the new life, and to many it would be a veritable Godsend. Let the younger men take our places and let us step down to quiet homes where we can look back on our noble Order with a blessing and a hearty wish for its long life. I hope that the delegates to the Grand Division will talk this matter over with the members and consider it carefully, and then act upon it. Hoping to hear from the boys in the next *CONDUCTOR*, I remain,

Yours in P. F.

"DICK."

[We assume that the Bro. would not expect the Order to refund the amounts which had been paid by the Bro. unless he surrender his certificate and the right to recover thereunder. If that is the idea the Order can well afford—from a pecuniary standpoint—to enact such a law. After the Bro. has reached the age of 45 and has been a member of the Benefit Department for ten years, it is a question of but a comparatively short time until the Order will have to pay his claim, providing he keeps his certificate in good standing. He can not get any such insurance from any other company at anything like so cheap a rate. At the age quoted by "Dick" no man can make a better investment, or one which will return greater per centage of profits, than to keep up life insurance.—Ed.]

TORONTO, March 10, 1894.

Editor Railway Conductor:

At the last regular meeting of Toronto Division No. 17, we were honored with the presence of our Assistant Grand Chief Conductor, who at all times we are pleased to welcome in our midst. Brother Wilkins is highly respected and greatly esteemed by the members of the Order in this vicinity, which was particularly manifested by the large attendance on this occasion, not only by the members of No. 17, but by those of neighboring Divisions. His remarks were full of advice and information, giving a history of the Order, past and present, and stating that, as far as he could see, everything looked favorable for a bright future. In conclusion he spoke very forcibly and pointed out clearly the duty resting on each member to work for the prosperity of the Order, all of which was listened to with close attention, and every Brother expressed himself as being glad that he came. I am satisfied that such visits are to the interest of the Order and if made more frequent much good would result.

Yours in P. F.,

W. J. GRAY

Seniority.

Why is it a curse to railroad companies, to the conductors, to the brakemen, and to the public.

In the first place it is inconsistent with all reason, and therefore not right, to dictate to any company whom they shall employ to fill any position within their gift, but this is what seniority does. We demand that when there is a vacancy in the list of conductors, the next oldest brakeman on the road shall be promoted to fill such vacancy, but it is easy to see that such demand is neither wise nor safe, for this requirement overlooks all questions of capability and competency. True, the man to be promoted may have been on the road for some years, but this does not always warrant his competency. Again, he may not have been on the road six months and in a time of rush and hurry, and can therefore know but little of the responsibilities involved in the position now open to him. In most cases he is the very man to accept the position offered because he is neither capable of determining his fitness nor of realizing the damage he can do in the destruction of life or property, or both.

However, the company has agreed to experiment with him, and he is "under the rule" in the line and must be promoted, but who will deny the fact that in all such cases there exists the dangerous possibility of grievous failure because the brakeman has not had sufficient experience to justify his promotion.

Again, we ask, how can he be benefited, when for the first "bad break" he makes he is discharged for incompetency, and must then look for another position with nothing to recommend him except the accusation of having caused a serious wreck, costing the company several thousand dollars, and perhaps killing a brother conductor or brakeman, who had insisted on his promotion, thus leaving him a record which will haunt him through life? How much better it would have been for all concerned had he remained as brakeman until the company would have assumed the responsibility of his promotion, and that, too, under the conviction that in so doing they were not bringing unusual jeopardy to either life or property.

When a conductor has a position he is not looking for work, but when he is out he wants a job bad. He may be a first-class man and may have lost his position under circumstances over which he had no control—possibly through the spite-work of those above him, or the company may have made an example of him to scare others—and he may have been to blame himself; be the cause what it may, he is without a position, and what can he do?

He has, perhaps, spent the best part of his life in the service, and is therefore incapable of making a living by any other worthy method. He is now too old to make a success at braking. Some company may want just such a man and he wants the place that is open, but he has helped frame the seniority act, and is now left to see the mystery work, whereby there is nothing left to him but to try braking again, and that behind men who are just asking how to get on top the cars—but he can tell them, for he has placed himself in the right position to do so, and if there are twenty greenies ahead of him he can assure himself that he will be the last to be promoted, and may perhaps be looking for his hundredth birthday before his chance comes.

With such a gloomy prospect before him he becomes discouraged and "turns in his job," but what can he do? He has no money with which to go into business and no friends to aid him in this direction, and with no other opportunities open to him "he takes to selling the drinks," and is now in his last "pickle."

Meanwhile the companies are rapidly grinding them out—"in at the bottom and out at the top"—*as per agreement*, thus filling the country with troops of incompetent railroaders, which fact accounts for the increase of accidents, the destruction of much property and many lives, of which we read daily in the papers, and whereby is turned out a liberal increase for the army we now call "scabs."

It goes without saying that the companies would get much better service if they could put the most competent men ahead, and what has any old railroader to fear—conductor or any other—when placed in the rear, if his promotion is left to the management, where it properly belongs, and which would ever prove an incentive for every employe to do his best in keeping the rules and working for the best interest of the company he serves?

On the other hand, the seniority rule encourages carelessness among the indifferent, who know that they will probably be promoted anyway without trying to do good work, and who do not look ahead far enough to consider the fact that they may be speedily "pulled and shoved into the swim," where they are left to play the role of such as meet you on the platform and meekly inquire if you ever "show any favors to railroad men?"

I submit that we cannot after the experiment find the man who can show us a single thing in favor of seniority.

It cannot be the man who has a job, nor the conductor who is without a job, nor the brake-

man who thought he had job when he was promoted, nor the superintendent, who had the most important part of his job taken from him when the seniority rule was enacted. Who, then, can show us any good that it works? Let us give it up as a "bad job," and insist on our rights only as railroad men, in the positions we have been employed by the companies to fill, and that, too, under the exercise of their rights. Let the superintendent hire his friend, or his friend's sister, if he is so pleased. We are likely to have a sister or friend some time ourselves. No man can afford to abuse his privilege, neither can we afford to make rules which force us back to the beginning every time we change from one road to another, any more than a "school of lawyers" can to so legislate as to force themselves back to the kindergarten to study all over again every time they have a case. In the nature of things there will be but little railroad building in the near future, and the old lines will be in the main what we make them. Then let us "obliterate this rule," and strive to fill our positions with the honor and dignity becoming true men, and thus endeavor to make our railroads a success, for, thus looking to the best interest of all sides, we can best share in whatever prosperity is realized.

Your in P. F., C. H. D. 287.

TOPEKA, Kas., April 24, 1894.

Editor Railway Conductor:

The April number of THE RAILWAY CONDUCTOR contains a letter from Brother Welch condemning seniority in very harsh language, saying it is no good only for the man who is no good for himself. I believe as a rule the man who does not want seniority is a man who wants a better position than he now has or is entitled to, and has good reasons to believe through favoritism of one kind or another he will get it. Now, Brother, show us the way out; let us know what we are going to get before we give up what we have. Before we had seniority a change of superintendents made many a change for conductors, their friends always following them up. Shall we take a step backward (because some officials want us to) or ahead? The O. R. C. for years tried the fallacy of getting justice from railway officials on our merits, etc., and where did we land? Come, Brother Welch, tell us, what are you going to do with us when you take our rights (seniority) away from us? It is a well-known fact ability with a great many officials does not amount to much against favoritism. It is true seniority is not perfect in itself, but amend and provide for the weak spots; it is a great deal easier to tear down than to build. You say it destroys the

utility of a man's experience. I cannot see it that way. A proviso that we get a certain per cent of the promotions, just enough to supply the demand, (supply and demand control the situation always) then if your ability is as good as you think it is you will have no trouble in utilizing it. Seniority takes the temptation of promotion away from the official and gives him nothing to do but his duty, plain and simple, just the same as you and I, and gives each and every man a chance when it comes his turn to prove his ability. My Brother says it causes a conductor to have to climb the ladder two, three or four times; not with the per cent amendment to seniority. if you are a competent conductor. We have a clause in our schedule (on the Santa Fe) reading like this: "For every two brakemen so promoted (examination being favorable) one conductor may be hired or promoted from the ranks of brakemen regardless of age in the service, any conductor so hired or promoted shall have had at least one year's experience on a steam surface railroad as conductor, and shall be required to pass such examination as the rules of the company require." How are incompetent men to get into the service under this rule? With this rule universal in the United States, Canada and Mexico, in one year's time no proficient conductor need be out of a job thirty days. To this rule let us add something like this (in behalf of the brakemen) that experienced brakemen (B. of R. T. men) must be hired in all cases when available. Brakemen are beginning to wake up to the fact that our interests are theirs only a little later on. The brakeman of to-day is the conductor of to-morrow. The Brother says seniority destroys a man's ambition to build him a home. It appears to me it works right the reverse. If I have the assurance I can hold my job as long as I do my work, wouldn't I necessarily do my best to do my work and hold my position and pay for the home? I might be prevented from buying a home if I realized the fact that some one might come along with a little more influence than I have and take my job. I don't see how any fair-minded man can dispute the right and justice of seniority. With two or three provisos or amendments, give us seniority; with these you solve the problem.

Yours in P. F.,

S.

LOS ANGELES, Cal., March 21, 1894.

Editor Railway Conductor:

While glancing over the pages of THE CONDUCTOR it suddenly occurs to me that you never have any communications from Division No. 111. I have nothing of particular interest to write, but

will let you know that we are still alive in our "Beautiful City of Angels."

We have a division of one hundred members, and as fine a body of men as were ever together under the banner of protection. I wish you could suggest some means by which we could secure a larger attendance and more interest from the members, as I am sorry to state that the majority of our members are *drones* and leave it all for a few to do. Our Secretary and Treasurer, J. W. Benjamin, is the old reliable always on deck. Our Past Chief, J. J. Finn, is also on time.

The Missouri obstructionist, G. F. McCullough, was absent last meeting and missed a good opportunity to "obstruct." Our officers all attend well. I only hope this will stir the members up a little.

Bro. Hastell, who runs the passenger to Santa Barbara, was reinstated a few days ago after being off a couple of months. He is happy as a clam, and a regular attendant at meetings.

Bro. Gilluly, of San Bernardino Division, will be a candidate this fall for state railroad commissioner; the right man in the right place, and if nominated he will get in on time.

I promise that you will hear from No. 111 again.

Yours in P. F.,

E. T. HAGGIN.

PARSONS, Kan., March 4, 1894.

Editor Railway Conductor:

As I never see any communication from Division 161 I am going to write you a short letter. We have one of the most prosperous and harmonious little divisions in the country, and are growing slowly but surely. There are no chronic kickers in our division, a drawback to so many, and we all try our best to live up to our obligations as we understand them. We have received quite a few additions to our membership lately by transfer cards; among them Bro. Jack Truitt from Division 53, Bro. Frank Hoyt of Division 3, and Bro. Bill Taft from Division 131, all active workers for the Order and valuable additions to our ranks.

"Uncle" Charlie La Monte put in his petition some few days ago and the boys gave him the degrees in good shape, but they told him afterwards that owing to his gray head they let him off easy, and now he is looking for a victim to get revenge.

Business is not very rushing on the road just now, but the boys are making a good living and are satisfied, considering the times.

We re-elected our C. C., Brother E. L. Green, and our Secretary and Treasurer H. E. Brown for another term, and our Junior Conductor Bro. A. O. Brown was promoted to Senior Conductor. The other offices were filled by very able Brothers

Yours in P. F.,

"PUNCH.

Railway Management.

How many railway presidents, general managers, or even general superintendents, have ever done a day's manual labor on a railroad? They have gone into that office through influence or capital. And how many receivers have ever done any manual labor on a railroad? But still they think they know just how to do it all. They receive a salary of from \$18,000 to \$25,000 per annum. If they are late in going to their office it is all right. If they don't go at all it is all right. Their pay goes on just the same. If the mechanic, the engineer, the conductor, or any of the laboring class, are late in reporting for duty, nine times out of ten they are suspended for a time. If they wish to lay off they must have permission to do so. Their pay is stopped while they are off duty. If times are dull and business slack, the force of help is reduced, and very often also the wages of those who remain. But how many instances do we hear where the wage reductions affect the official's salary?

The receivers of the U. P. do not wish to pay the wages of the schedule signed when one of the receivers was president, because, they say, the road is in bad shape, and they cannot afford to do so. Suppose they cannot agree and a strike is ordered? Then what? If the U. P. is in such bad shape, can they afford a strike? I do not believe in strikes, but do believe in right and justice, and think it no more than just that the employees receive the wages per schedule signed by Mr. Clark as president. Not only is the U. P. in bad shape, but lots of other roads. I think if more of the railway officials were promoted from the ranks, there would be more harmony between officials and employees, and the roads be in a better paying position. I know of a division on the Boston & Maine, that, a little over a year ago, was in bad shape. Trains were late, wreck after wreck, cars broken up by careless and rough handling. The division was doing business at a loss. The superintendent had too much to look after. He could not attend to all that was required of him. A trainmaster was appointed to help him out. A conductor was promoted to the position, one who understands his business and knows right from wrong. In three months from the time he was appointed trainmaster, he had a good lot of men, and things went along all right, and are still going right, with a good superintendent and trainmaster; a record of only two wrecks in a year, and doing a good business. There is not a road to-day but what has men who are capable and deserving of promotion.

"NEW COMER"

CANTON, Miss., March 8, 1894.

Editor Railway Conductor:

Division 304 has had seven regular meetings since the election of officers, which I think is a good showing, as we have a small membership and part of members run on branches and have their lay-over away from Canton, I hope they will continue to attend regularly. We have fifty members in good standing and several applicants. It takes all of a conductor's time here to make his wheel and broken seal report. Our superintendent of transportation has just adopted a new seal record and we consider it very complicated, as each seal has two numbers, station number and printed number, and never less than seven figures. These seals have to be shown on wheel report; each time a car is opened to load or unload freight we have to report the number of seal broken and applied. It's a good thing, as it shows a clear record, and we have had a great deal of trouble with the old plan. Three of our good and true members have been removed by death in the past six months, viz: Brothers Barnes, Barber and Sykes.

Brother Barnes was killed near Crystal Springs, Miss., by his train parting and colliding, throwing him against the stove in his caboose. He was only twenty-seven years old and very popular with all who knew him. Brother Barber died in Water Valley, October 18, 1893, of pneumonia. He was given every attention possible by the members. The funeral was largely attended, the services being conducted by the O. R. C. Brother Sykes was killed while switching in the yard at Canton, November 19, 1893. A committee of conductors accompanied his remains to Duck Hill, Miss., where they were consigned to their last resting place. The families of these dear Brothers have our deepest sympathies.

We have commenced arrangements for our second annual ball, which is to be far superior to the last, (which I have before stated surpassed anything of the kind ever had in Canton).

Business is good with us at present, merchandise and coal south, bananas, sugar and molasses north. The Eye See recently broke the record by running a train of fifteen cars of bananas to Chicago in 35 hours and 45 minutes, including all stops and delays, which is at least eight hours better than any other road has done. Brother C. B. Box had charge of the bills from Canton to Water Valley, making the run of 117 miles in less than four hours. Brother W. J. Murphy, T. M., was on with him and everything worked smoothly. The boys named the train "Nancy Hanks".

We had just received notice from the insurance

committee that the claims of Mrs. Sykes and Barnes had been allowed, one for \$5000, the other for \$3000, when I was approached by a member who said he did not know or see where all the money was going that we were paying into the treasury of the Benefit Department, and that it cost too much. Well, it may be that I did not make him feel bad, but if not, it was not because I did not try.

Wishing all a happy and prosperous New Year, I pray God to bless our noble Order.

Yours truly in P. F.,
O. A. H.

Seniority.

Twenty years ago, or more,
When a brakeman went to work,
He tried to please his conductor,
And was never known to shirk.
And when the proper time arrived,
If upon his work he doted,
He was called into the office,
And speedily promoted.

But, oh, how different now, my boys,
Where seniority is the rule,
He'll tell the old conductor
That he never went to school.
He'll say to the old, gray-haired man,
Who was running when he was born,
"If you don't like the hurricane deck,
You'd better go husking corn."

Again, how different with this young man,
Should he lose his situation;
He'll have to go to school again,
And the box cars will be chasing.
I think by the time he has tried it,
For some five years, or more,
He'll think of seniority,
And can't help but feel quite sore.

Now, if you seniority brakemen
Will look at it as you should,
When you do get promoted,
You'll have a job that's some good.
We'll all get close together,
And take you by the hand,
And wont have many idle conductors
Tramping through the land.

By J. Flory, St. Louis, Mo.

CONCORD, N. H., March 19, 1894.

Editor Railway Conductor:

Our little Division is booming right along, several new members having joined since the new year, and we hope that "still there's more to follow." Business has been dull here this winter, the shops running thirty six hours weekly, and trains being daily discontinued, but we now have hopes of better times in the near future. I read with great interest the letter from Brother Morris and his sentiments are mine to the very letter. In order to make our Divisions successful we must attend the meetings. It is necessary to have officers, but they alone cannot make Divisions successful; they must have men to work with them. How much good we could accomplish if every member would put his shoulder to the wheel and be constantly working for the best interests of the Order. I have made a long run this trip and will slow up and stop

Yours in P. F., "CONCORD."

Brother J. Deill, of Chicago, was a welcome caller at the offices recently.

Brother Thos. A. Lister, of 442 East Third street, Williamsport, Pa., is anxious to learn the address of Brother C. H. Hibbard.

Brother Frank Wade, of Buffalo, will spend the summer visiting his old home across the Atlantic, leaving for that purpose about July 1.

The national convention of the O. R. T. will open at Denver on the 21st inst., and present indications point to a pleasant and profitable gathering.

Bro. D. T. Price, S. and T. of Division 109, has been quite ill for some weeks past. His many friends will hope for him a speedy and complete recovery.

Mrs. Susan Ganung, of 415 South Union street, Grand Rapids, Mich., would be pleased to learn of the whereabouts of M. B. Bartholomew, formerly member of Division 60.

A sample of the Comet Bread Slicer has been received by the Grand Secretary and Treasurer and he finds it to be fully equal to the claims made for it by the manufacturers.

Those of our readers who are in search of some form of amusement that will be at once instructive and entertaining will do well to read the advertisement, "The Play of the Planets," on another page.

THE CONDUCTOR gladly acknowledges receipt of handsomely bound volumes of *The Locomotive Firemen's Magazine*, *The Railroad Trainmen's Journal*, *The Railroad Telegrapher* and *The Journal of the Brotherhood of Locomotive Engineers*, for 1893.

Bro. Chas. H. Dale, of Division 54, has been appointed general manager of the Peerless Rubber Manufacturing Co., with headquarters at 16 Warren street, New York. His many friends both in and out of the Order will hope that his new venture may be crowned with abundant success.

Secretary P. L. Fowler has issued his premium lists for the forty-first annual exhibition of the Iowa State Agricultural Society, to be held in Des Moines, August 31 and September 1 to 7, inclusive, of this year. The exhibitions given by this society are always first-class in every particular and this one promises to fully maintain the reputation made in the past.

Brother A. P. Frederick has been appointed to his old position of postoffice inspector and will make his headquarters at Denver. This is but a just return for the excellent record made by Brother Frederick during his former service and he will be generally congratulated upon good fortune so worthily won.

On March 1, last, the members of Bartlett Division No. 214 were presented with an elegant silver water set, by their wives and daughters. The presentation speech was made by Mrs. John Berry and was in every way worthy of the occasion. Brothers Olive, Heine and Berry responded, expressing their appreciation of the gift and assuring the ladies it would be treasured by 214 not only because of its value, but because of those who had given it.

The offices of the Order have been beautified by having placed therein some handsome statuary, a gift from some of the boys in New York City. One piece is a Venus labeled "Escaped from the Ladies' Auxiliary." If many such escape you will all be anxious to assist in organizing the Auxiliary. The other piece is labeled "Corre-

spondent of New York City Division 54." It is a very artistic reproduction of the face and form of as homely a "bull pup" as your eyes ever rested upon. Many thanks, boys. Let us hear from the correspondent.

* *

Samples of the Standard Strainer have been received by the Grand Chief and Grand Secretary and Treasurer, who find them to be all their recommendations call for.

* *

Among the Divisions recently instituted are Lake Erie, No. 356, East Buffalo, N. Y.; Excelsior, No. 359, East Albany, N. Y.; Valley, No. 361, Valley Junction, Iowa; Sugar City, No. 363, Norfolk, Neb.; Joliet, No. 364, Joliet, Ill.; Parkersburg, No. 369, Parkersburg, W. Va.; Massillon, No. 360, Massillon, Ohio; and Eureka, No. 174, Paterson, N. J.

* *

At this writing two national conventions are in progress, that of the Brotherhood of Locomotive Engineers at St. Paul, Minn., and of the Switchmen's Mutual Aid Association at Evansville, Ind. The attendance on both is reported as being better than usual and the standing and ability of the delegates give warrant that their deliberations will be fruitful of good for their orders. We take pleasure in extending fraternal greetings, together with an earnest wish for the continuance of the splendid successes won by both in the past when striving for the betterment of organized labor.

* *

The organization of the new Division at Paterson, N. J., on April 22, was an enjoyable affair, made so by the presence of a large number of officers and other members from neighboring Divisions. These visitors assisted largely in the work, and by their presence lent encouragement to the new Division, besides cleaning out a large restaurant where a complimentary dinner was given them. It was said, by some of those who were seated farthest from the kitchen, that they were unable to get anything until after Brother McDonald had finished. As the C. C. paid the penalty imposed for his failure to deliver a speech, Brazee and Clow went home happy.

* *

The Russell Art Publishing Co., of 928 Arch street, Philadelphia, desire the names and address of a few people in every town who are interested in works of art, and to secure them they offer to send free, "Cupid Guides the Boat," a superbly executed water color picture, size 10x13 inches, suitable for framing, and sixteen other pictures

about same size, *in colors*, to any one sending them *at once* the names and address of ten persons (admirers of fine pictures) together with six two-cent stamps to cover expense of mailing, etc. The regular price of these pictures is \$1.00, but they can be secured free by any person forwarding the names and stamps *promptly*. The editor of this paper has already received copies of above pictures and considers them really "Gems of Art."

* *

Grand Master Sargent, of the Brotherhood of Locomotive Firemen, has been urged to allow the use of his name as a candidate for Congress from the district in Indiana in which he resides. In his reply he says: "If, in the judgment of my friends, I can represent the people of the district to the end that prosperity may again surround us, and the conditions of wage-workers be improved and idleness and want driven from our land, and if the Republican party will be satisfied with a representative whose aim will be to represent the people of the Eighth District honestly and fearlessly, one who will make no pledge except to discharge the duties of the office to the best of his ability, I will allow my name to be presented, if my friends believe it to be to the best interests of my district." This breathes the same honest spirit which has characterized his official career. While always wishing Brother Sargent success, in this case especially THE CONDUCTOR bids him God speed and hopes to see him the able representative of his district.

* *

The action of the lower house of Congress looking toward an increase of the postage on certain kinds of periodicals, taken April 10 last, was in our opinion ill advised. Improvements in the art of printing, fierce competition between the great publishing houses, and the low rate of postage now make it possible for the reading public to secure the very best literature at prices that were thought to be forever impossible but a few years ago. The direct result of this has been not only to increase the amount of reading done to an almost miraculous extent, but the quality of that reading has correspondingly improved. Nothing should be allowed to circumscribe the efforts of the people to keep posted, not only in current events, but current literature, and this nation certainly cannot afford to throw any impediments in their way. To the younger classes these low rates have been of especial advantage, furnishing them with the best products of the brightest minds in almost every department of thought at a cost scarcely worth considering. The educational ad-

vantages here gained are beyond computation and anyone having the best good of the nation at heart will hesitate before cutting them off from a single opportunity. Those who have favored the proposed increase have done so upon the assumption that present rates made of the publishers a favored class. A visit to the nearest book store, however, will convince the most obstinate that prices now are about as low as is possible under present conditions and that any increase in postage can but mean an increase in cost to the reading public. Cheaper letter postage is important, but it should be only secondary when considered as against the great volume of printed matter now forming so potent a factor in the daily life and growth of our people.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, May 1; Expires June 30, 1894.

Assessment No. 280 is for death of W. A. Chamberlain by accident, Mar. 10.

BENEFITS PAID DURING APRIL.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
668	\$3,000	Death	John Lessley	LaGrippe	3825	C	106
669	3,000	Death	G. P. Buffington	Typhoid Fever	3240	C	3
670	1,000	Death	J. Fitzgerald	Heart Failure	1399	A	336
671	3,000	Death	W. W. Joliffe	Paresis	734	C	42
672	1,000	Death	J. L. Cannon	Accident	1601	A	149
673	3,000	Death	Geo. E. Murphy	Meningitis	1908	C	89
674	3,000	Death	T. P. McKelvey	Accident	2212	C	314
675	4,000	Death	C. L. Robertson	Convulsions	174	D	241
676	2,000	Death	H. H. Lohman	Accident	1955	B	176
677	2,000	Death	D. Danahy	Accident	607	B	182
678	1,000	Death	W. B. Corliss	Accident	1291	A	335
679	1,000	Death	E. A. Hillhouse	Accident	1134	A	149
680	3,000	Death	G. W. Richards	Pneumonia	1617	C	59
681	3,000	Death	G. H. Fenwick	Accident	560	C	37
682	1,000	Death	E. C. Ward	Frozen	2023	A	40
683	3,000	Dis.	B. W. Collwell	Loss of Foot	466	C	307
684	3,000	Death	L. Snider	Accident	1230	C	107

NUMBER OF MEMBERS ASSESSED.

Series A, 4,675; Series B, 2,630; Series C, 4,840; Series D, 369; Series E, 92. Amount of assessment No. 280, \$26,391. Total number of members 12,881.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to March 31, 1894.....	\$1,533.204.50
Received on Expense Assessments to March 31, 1894.....	25,995.00
Received on Applications, etc., to March 31, 1894.....	26,670.46
	\$1,585,869.96
Total amount of benefits paid to March 31, 1894.....	\$1,525,376.00
Total amount of expenses paid to March 31, 1894.....	58,991.18
Insurance cash on hand March 31, 1894.....	1,902.78
	\$1,585,869.96

EXPENSES PAID DURING MARCH.

General expenses, \$24.90; Assessments refunded, \$114; Postage, \$123; Incidental, \$1.80; Salaries, \$376.67; Fees returned, \$3; Stationery and Printing, \$10.25; Legal, \$59.50. Total, \$713.12. The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 276 to April 20.....	\$24,246.00
Received on Assessment No. 277 to April 20.....	10,732.00
Received on Assessment No. 278 to April 20.....	10,500.00
Received on Assessment No. 279 to April 20.....	3,258.00

WM. P. DANIELS, Secretary



The March number of *New York Railroad Men* commemorates not only the original opening of the railroad men's Y. M. C. A. building in that city but its opening as enlarged and newly equipped to meet the enlarged demands upon it. It is a creditable number and gives evidence on every page of the success that has attended the association it represents.

The managers of *Locomotive Engineering* sent out with their March number an engraving of one of the "Empire State engines" which is a model in design and execution and cannot fail to be appreciated by all practical railroad men. Aside from its beauty the engraving shows each part of the machine and gives its name in full, making it well worth preservation as a work of reference.

The essence of spring life hovers over every page of the May number of *Outing*, and leaves nothing to be desired in a magazine of recreation and pleasure. It intensifies the longing to hie away from city confines and seek that rest and enjoyment which these pages so refreshingly suggest. If one can go he needs the magazine for a companion, and if unable to tread in grassy glades, then certainly *Outing* becomes an actual necessity, affording glimpses of outdoor life and animated scenes which both exhilarate and interest.

The May *Midland* blossoms out in blue and gold cover, the corn stalk in gold. The beauty and simplicity of the design command general admiration. Among the many good things inside the cover is a story by a niece of General Sherman, a pleasing instalment of Beatrice, an inside story of a railroad wreck, an elegantly illustrated article on Iowa College, Grinnell, a delightful picture of Scottish scenery, a thrilling story of Russia during the famine, illustrated with Russian views, an illustrated article on Dakota, an article of rare historic value, and a group of London pictures.

A leading feature of *The Century* for May is the first of a series of papers by Thomas G. Allen, Jr., and William L. Sachtleben, recounting their adventures in a journey "Across Asia on a Bicycle." The ground covered in the first paper is from the Bosphorus to Mt. Ararat. The objective point of the journey was Peking, and for the greater portion of the way the route was parallel and occasionally identical with that of Marco Polo. The account will be illustrated by a large number of unique photographs taken by the writers during this adventurous trip in a region almost unknown to the western world.

The *Pioneer Press*, always abreast of the times, has reduced its subscription rates just one-half. The new rate on the daily and Sunday editions is but 50 cents per month, \$5 per annum, in advance; for the daily, without Sunday, 40 cents per month, \$4 per annum, in advance; Sunday only, \$1.50 per annum, in advance, 50 cents for three months. The *Pioneer Press* is now the cheapest metropolitan newspaper in the country. Its high standard will be thoroughly maintained, and, in view of the largely increased circulation which it most assuredly will have, it has entered into arrangements to even greatly improve the paper.

May.

Here is May, sweet May—all love her!
Scatter apple-blossoms above her!
Joyous May! She gives a nest
To the waiting yellowbreast.
Wheresoe'er her footsteps pass
Blue-eyed blossoms deck the grass.
At her voice, the woodlands ring
With the music of the spring.
Fast the brooklet runs to meet her,
Leafy sprigs bend down to greet her.
Listen now!—She comes this way.
Bud and blossom! 'T is the May!
—Harriet F. Blodgett in *May St. Nicholas*.

The foreign policy of the United States receives special attention in the department "Progress of the World" of the *Review of Reviews* for May. The advantages to be derived by our people from the construction of the Nicaragua Canal, from our commercial position in the Pacific, and from using Pearl Harbor as a naval repair and coaling station, are clearly outlined. The part played by the British Bermudas as a base of operations against the United States during the civil war is recalled as an object lesson to those statesmen who seem over-fearful of any policy looking toward the annexation of Hawaii.

The May *Arena* closes the ninth volume of this leader among the progressive and reformatory reviews of the English-speaking world. The table of contents is very strong and inviting to those interested in live questions and advanced thought. The *Arena* has made steady progress; its circulation having increased during the panic, and it has necessarily been enlarged to 144 pages. There is, also, in addition to this, the book reviews, which cover over twenty pages, making in all a magazine of over 160 pages. The steady increase in circulation of this \$5 magazine during a period of unprecedented financial depression shows how deep rooted and far reaching is the unrest and social discontent; for this review has steadfastly given audience to the views of the social reformers of the various schools of thought.

If to-day there is danger ahead, it is not the first time that the American republic has faced it. The conditions of our national life invite danger. Security from invasion, natural resources, triumphs of invention and commerce, have led undoubtedly to an over-confidence in ourselves. Americans are the most free-handed, self-confident, generous, and confiding of peoples. They have gone so far in their spirit of trust as to even accept without much thought the tuition of scholastic economists. But the safety is that they are realizing it. Certain it is, that they will not in their concern turn to the Tories for help. Great

aggregations of capital have been permitted to develop until they menace the social order. This danger was foreseen even in the very beginning — *Donahoe's Magazine for May*.

There was no moon, and while the ground under foot was almost undistinguishable, the vivid starlight made all the encircling peaks clearly visible. Just across the deep gulf of Randa which had the blackness of a pall, arose the colossal bulk of the Weisshorn, and the white chaos of seracs and glaciers leading up to it seemed to diffuse an almost phosphorescent glimmer, while from behind the black pyramid of the Matterhorn the Milky Way rose straight toward the zenith, like a flaming sword. The dead silence would have been oppressive, had it not been broken now and then by the muffled roar of a torrent somewhere down below, which came at intervals on some stray current of air, like the hollow rumble of a distant train. — From "Some Episodes of Mountaineering," by Edwin L. Weeks, in the May *Scribner*.

A great Grant number, in token of General Grant's birthday, April 27, describes in a word *McClure's Magazine* for May. General Horatio Porter, a member of Grant's staff, his assistant secretary of war, and, during the first term of his presidency, his private secretary, writes of his personal traits, particularly of his truth, courage, modesty, generosity and loyalty. An interview with Colonel Frederick D. Grant records the impressions of the son who was General Grant's daily companion in the field through a good part of the war, and who lived always near him to the end of his days. General O. O. Howard and General Ely S. Parker supply some reminiscences; and on autograph letter written by Jesse R. Grant, General Grant's father, in 1865, gives a most interesting glimpse into Grant's life and character. Finally, under the apt title of "General Grant's Greatest Year," Mr. T. C. Crawford tells the story of the noble and heroic last year of Grant's life.



Mutual Benefit Insurance—Liability of a Member for Assessment—Notice.

1. Where the by-laws of a co-operative assessment insurance association provided that the certificate of membership should contain the specific terms of the contract between the association and the member; and, where a certificate provided that it was issued in consideration of the representations contained in the application, and the sum of \$25, and the further sum of \$5 60, to be contributed bi-monthly. *Held*, that this constituted a contract obligation on the part of the member to pay bi-monthly \$5.60, which contract could be enforced at law in a suit to enforce payment of the assessments.

2. Where a certificate of membership requires the periodical payment of a certain sum by the member, such payment is not an assessment within the laws 1883, C. 175, requiring that "each notice of assessment, etc., shall truly state the cause and purpose of such assessment," and also "state the amount paid on the last death claim paid, the name of the deceased member, and the maximum face value of the certificate, and if not paid in full, the reason therefor."

3. Where the evidence is sufficient, to all intents and purposes to constitute the bi-monthly premium a legal assessment during the continuation of the membership which the defendant had contracted to pay in consideration of the issuance of the certificate, and judgment in favor of plaintiff for the amount thereof will be sustained.

Smith v. Bown, N. Y. S. C., Jan. 18, 1894.

Mutual Benevolent Insurance—Beneficiaries—Right to Designate—Family.

The evidence in this case showed that upon joining the association Brown designated his wife, the defendant herein, as beneficiary, and that she paid the assessments up to the time of an estrangement and separation. Brown subsequently married plaintiff (presumably without having secured a divorce) with whom he lived until his death. Plaintiff supported him and nursed him through a long sickness, and also paid

the assessments. There is nothing to show that she did not contract marriage in good faith, and without knowledge of any legal impediment. Previous to death he willed her, as his wife, the beneficiary fund and directed the treasurer of the association to pay it to her as a reward for faithful devotion during illness. The will was sent to and placed on file with the association. Brown died, and the widows each claimed the fund. The trial court rendered judgment for the original widow, and widow No. 2 appealed.

Held, That under the constitution of a mutual benefit association declaring its object to be "to aid and benefit the families of deceased members," and providing that the widows, children, or next of kin of deceased members should be entitled to benefit, and that "any may, however, designate to whom such payment shall be made," a member is not restricted to the designation of his widow, children, or next of kin. Judgment reversed.

Brown v. Brown, N. Y. S. C., Jan. 22, 1894.

Accident Insurance—Agent's Authority—Waiver of Payment.

In an action to recover on an accident certificate insuring the plaintiff against accident and death while in the employ of a railroad company, wherein the defendant alleged delinquency in the payment of premium.

Held, 1. That an agent, with authority to solicit applications and collect premiums, can waive a condition for payment of the premium in quarterly installments, and accept payment of the entire annual premium in advance. 2. When the insured member tenders collection agent \$30, his full annual premium, and the agent accepts only \$20, and promises to pay the company the other \$10, in satisfaction of his debt to the insured member, the company is bound by the agent's waiver of the cash payment.

Kerr v. National Acc. Ass'n of Indianapolis. Ind. App. Ct., Jan. 13, 1894.

Note.—This case is of interest to the managers of such an association. It would appear that the member made use of his membership to collect a private debt, and forced the company to look to the agent for a portion of the premium. The authority of a soliciting and collecting agent should be well established by common or other authority.



OBITUARY

Richards.

At a recent meeting of Alamo Division No. 59 resolutions were passed expressing the sorrow of the members at the death of Bro. Geo. W. Richards and their deep sympathy for the bereaved widow and child. In the death of Bro. Richards Division 59 has lost a true and worthy Brother, a cheerful and earnest worker and a faithful and loyal friend, his family an upright and loving husband and father.

Snider.

Bro. Louis Snider passed away Friday p. m., March 23, from injuries received on C. U. O. & T. P. Ry. Bro. Snider was buried at Covington, Ky., on the afternoon of March 25, about 15 of the Brothers attending his funeral. Bros. J. O'Connell, S. Coons, D. B. Clark, of Division 107, and Bro. Cal. Dixon, of Division 148, acted as pall bearers. Bro. Snider was held in high esteem by all who knew him. He was a man among men, sober and industrious, and had the respect of all his townsmen. The sympathies of the members of Division 107 go out to the bereaved family and friends in their great sorrow.

Hedden.

Bro. E. S. Hedden, of Eldorado Division No. 338, met with death while in the performance of his duties at Alameda, Kan., on March 13 last. In some way he was thrown under the cars at that place, sustaining injuries from which he died on the following day. Bro. Hedden was not only an exemplary member of the Order, but a man who won and held friends wherever known, and his death brought personal sorrow to a wide circle of friends. Appropriate resolutions were passed by Division 338 at a subsequent meeting.

Ingling.

Mrs. A. O. Ingling, wife of Bro. Ingling, and a charter member of Division 23, L. A. to O. R. C., died at her home, 816 Agate Avenue, Denver, Col., on the morning of April 10. She leaves three children, a baby boy of fifteen days, Walter and Willie, aged 6 and 3 years, and a devoted husband to mourn her loss. To them the members of Division 23 extend their most sincere sympathy.

Hays.

For the second time in its history death has crossed the threshold of Rome Division No. 230, draping its charter in mourning. Brother Hunter H. Hays, while in the performance of his duty on the C. R. & C. R. R. March 3 last, fell from his train and was instantly killed. In him Division 230 has lost one of its strongest and most useful members and most faithful officers and the members of the Order everywhere a true and tried friend, whose heart never failed to respond to a brotherly call. To the heartbroken wife the members of the Division extended their deepest sympathy and their assurances that she would always find a brother and friend in the wearer of the emblem of the O. R. C.

Cowan.

At a recent meeting of Division 62 resolutions were adopted expressing the sorrow of the members over the death of Bro. Percy

Cowan, and their sympathy with his parents in their loss of a devoted and dutiful son.

Beam.

Bro. M. C. Beam, of International Division No. 48 has been called to mourn the loss of a devoted mother. The Sisters of Division No. 44, Ladies' Auxiliary, desire to express their sympathy for him in his great sorrow.

Tamblyn.

During a recent meeting of Toronto Division No. 17 resolutions were adopted expressing the sympathy of the members with Bro. F. Tamblyn in the death of his aged mother.

Buller.

Toronto Division No. 17 has forwarded to Bro. John Buller a letter of condolence expressing the sympathy of the members with him in the death of his father.

Sullivan.

The home of Bro. John Sullivan, of Hollingsworth Division No. 100, has been desolated by the death of an infant son, Foster, aged 1 year and 21 days. The bereaved parents will have the sympathy of all.

Bell.

At Piedmont, S. D., on Wednesday, April 12, Bro. Ben. W. Bell, of Division 173, was made desolate by the death of his beloved wife. The bereaved husband will be extended the sincere sympathy of the entire Order in his hour of supreme sorrow. Fitting resolutions were passed by Lohg Pine Division 173, at a recent meeting.

Usher.

The charter of Division 276 has been draped in mourning for the death of W. B. Usher, one of its most valued members. In this loss the entire Order participates, for Bro. Usher was a faithful and zealous worker, whose life was filled with good and charitable deeds and whose influence could not be bounded. The Division extended its fraternal sympathy and condolence to the bereaved family, and in this every other Division will join.

Linsley.

Gogebic Division No. 253 is in mourning for the death of Bro. Geo. K. Linsley, one of its most zealous and influential members. Deceased had been a conductor for the four years prior to his death and during that time had lost no opportunity to advance the interests of his Brothers or the Order in which he took so much pride. He was held in high regard wherever known, and his death leaves a vacancy in the ranks that it will be found difficult to fill. To the bereaved widow and orphaned children will go out the tenderest sympathy of all.

O'Bryan.

Mt. Hood Division 91 has been called upon to mourn the death of Bro. J. H. O'Bryan, who died at Los Angeles March 14th, 1894. His death brought the keenest sorrow, not only to the Brothers, but to all who knew him well, and their sympathy for the stricken family was all the more tender for this sense of personal loss.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, JUNE, 1894.

NO. 6.



CONTRIBUTED.

A NERVY CONDUCTOR.

BY FRANK A. MYERS.

It occurred sometime ago, let it be understood, in the Lone Star State, where a good many "nervy" men dwell. No one acquainted with this gliding pencil, however short or long the association may have been, will affirm that it has even the remotest intention or inclination of saying or intimating there are few or no "nervy" men in other parts of the world, particularly "nervy" men in the great and magnificent railroad world. There are such courageous, admirable men everywhere, many of whom are truly waiting for an opportunity wherein they may exercise their inherent moral strength.

Conductor Tom Steele was a "nervy" man, and he proved it by his action when three bandits, men of the most desperate and damnable type, attempted to hold up his train. Now, Tom was not a very big man, physically speaking, but he was a giant in genuine courage and unhesitating boldness. Tom was a nice man every way you might take him—nice appearing, nice mannered, nice socially, nice morally, a friend who never forgot you, a nice husband and father, and a kindly disposed and peaceably inclined man under any and all circumstances. Everybody liked Tom Steele. As his friends, who were legion, said of him: "He was a hearty, all-over fellow." He caught your hand with a heartiness and zealousness that made you feel the real worth of an earnest friendship, a friendship far above the

superficial, every day sort with which you are surfeited and nauseated.

The whole train crew, in very fact, was an exceptional one. There was Engineer Phil Balsley, a very flower of good, commendable manhood. That man could be trusted to do his duty, wherever it might lie and whatever difficulties and annoyances might surround it. It is not too high encomium to say of him, "he is a man."

And Mort Jones, the brave fireman, was as unswerving from the right as the gray hills, which the sun tints with a gorgeous splendor in the morning and gilds with a living beauty in the evening.

You no doubt have seen Bob Ireland, the good-humored brakeman; or if you have not we are quite sure you have seen somebody very much like him. Why, everybody knows good-humored Bob.

Well, now, let us proceed with the story, since you know the chief characters, save the robbers themselves, who are concerned in it.

The first thing that comes to us to say is that the story is about one of the boldest attempts at train robbery we ever heard of. There have been many bold, and some successful, attempts to rob trains, but none that we have ever heard of exceeded this in its deliberateness and daring quality. The James Boys and the Younger Brothers and other desperate gangs of successful

villains did many rash and inhuman deeds and manifested indomitable hardihood and foolhardy temerity sometimes, but this madly rash act stands well at the top of the category of desperate deeds. By the way, one of this band of cut-throats, it may be some satisfaction to know here, subsequently got into the Rogues' Gallery, a very fitting place for him, as you will conclude when you have read this story.

The train pulled out of San Antonio, that city so full of historical recollections, and sped away almost like an arrow on its course toward the south. It was a warm June day, but cloudy, and everybody was lively and gay. It was two o'clock in the afternoon, and they were rattling along over the bright steel rails at a lively gait.

The train was made up of five day-coaches, an express car, and a combination baggage and mail car. The travel was light, and Conductor Tom Steele soon passed through the coaches and took up and punched the tickets and noted the destination of his passengers. When he had once looked at a man and his ticket he never forgot where that man was bound for, and if he ever carried a passenger beyond his destination it was never found out on him. The fact is, that Tom could keep his own secrets as well as the next one.

About an hour's run from San Antonio they paused at the village of Palermo to take water from the water-tank. When Fireman Mort Jones stepped out upon the tender and pulled down the water-pipe he observed in a casual manner three men standing near by. They had their backs to him, and were listlessly looking down along the coaches in the most natural, unsuspecting and innocent-like manner in the world. Men of the tramp type he had often before seen act in a similar manner. Fireman Jones took no thought about the incident, whatever, and having filled the engine-tank with water, pushed up the pipe into its place again and signaled Engineer Balsley to go ahead.

The train moved forward. Nobody saw them, but the three sneaking desperadoes, in the broad afternoon light of this cloudy June day, boarded the blind baggage car. The idea these three men had was soon made manifest. Is it possible, the query persists in arising, for three bold, dangerous men to intimidate and rob about fifty people? Or can they so strike terror and panic into the hearts of the travelers, men, women and children, that no one will rush to the rescue of the train-men who may be engaged in a deadly combat with them in an endeavor to save the money and valuables committed to their keeping? Is even their dreadful presence such a power as to intim-

date and paralyze with fear those who at other times appear brave enough? And now, having propounded these questions, we most humbly beg to decline to answer them. Perhaps, learned reader, you have reached more settled conclusions about this abstruse and metaphysical matter than we have. At all events, we have no answers for them now, since we have not weighed the particular incidents sufficiently well to base an inductive or any other kind of a conclusion thereon.

But—

The train had just entered a sharp curve several hundred yards from the water-tank, and was spinning along at a rapid rate—making good time. There was nothing ahead on the track in the way of Engineer Phil Balsley, and as he was nearly five minutes behind time then, he pulled open the throttle wide and "turned the wheels" as fast as they would turn. The short, barking puffs of the engine sounded to the listener far away like the ceaseless, hacking cough of a consumptive in the next room, and the roaring of the many rolling wheels boomed out upon the air, the forest and the broad fields like a mighty rushing storm. There was an awfulness about the rumbling, clashing, thundering noise that can be better imagined than revealed by words. To him who should hear that mighty shock of sound for the first time, we make no manner of doubt but he would feel that

"The war of elements,

The wrecks of matter, and the crush of worlds" had come, and himself was standing in the midst of it.

But did Engineer Balsley or Fireman Jones hear all that tremendous, astonishing, terrifying noise? No, they heard not; they were used to it. Men in time become so accustomed to sound and confusion in which it is their life to move continually that in holding sweet intercourse with their own thoughts there is no sound to them. Were the noise and roar to cease very suddenly, it need scarcely be said they would hear that with surprising distinctness. It may seem unmetaphysical to say one can hear the absence of sound—that is, can hear silence—but it is unequivocally true, nevertheless. The noise is natural to him, speaking in a certain restricted sense, but the sudden silence is arousing and demands attention. Let the machinery stop all at once and a man is as sure as he lives to ask what is the matter.

With a grim, earnest, wide-awake look on his tense face, Engineer Balsley sat in his seat on the right side of the cab, gazing out in front, ever mindful of danger, ever watchful of the lives entrusted to his care, ever on the lookout in his onerous, responsible duty. His left hand

was on the throttle-lever, where it always rested, ready for instant use, while his right hand was on the reverse lever and his feet set out in a bracing manner in front of him. His skull-cap was pulled down close upon his head and rested low on his brow. His check waist and blue overalls, almost the universal garb of engineers these latter days, and worn for the purpose of protecting their clothing from the stain of oil and smoke and grimy soot, were almost clean, for he was wearing them for the first time after their thorough washing.

Such was Engineer Balsley outwardly as he sat transfixed in his seat like an inanimate statue, pursuing the inflexible duty that bound him there in fetters of brass; but inwardly he was not possessed of that rigid inflexibility that we observe on his exterior. Look into his eyes; they fairly danced. The perspective down the track was clearly stamped upon his active, duty-swayed intellect, but at the same time, it is necessary to say, however singular it may seem to the student of mental philosophy, he was pursuing an entirely different line of thought. This double action of the mind has been reasoned out by some philosophers, quite to their satisfaction, but we confess that their reasoning has not been sufficiently clear and explicit to remove all doubts or speculations that might arise in one of thoughtful turn about this curious mental phenomenon. You that have a fancy for such abstruse topics can pursue this matter at your leisure, but as for us we must hasten on.

In the heart of Engineer Balsley there was a touching feeling, a half dream, an event in his life through which he was living and rejoicing again. He had for the dozenth time, as he sat enthralled in his seat of toil, kissed his dear wife good-bye just before taking his trip. Indeed, he never made a trip in his life that he did not kiss his wife good-bye as if for the last time forever on this earth. It was not improbable that he, who went forth into danger to seek daily bread for his wife and little children, might be brought home to them a mangled and disfigured corpse. Many a man before him, as good as he, had met just such a horrible fate, and the same might happen to him at any moment. God spare him for his wife and two little children's sake!

And then, after kissing his wife an affectionate farewell, little Phil and sweet Mary must climb upon his knees, throw their warm, enthusiastic arms around his neck and in unison kiss his cheeks, his forehead, and again his cheeks, and then hug him until they actually grunted. How sweet, how fond, how touching, how heart-swelling. Oh,

the joy and beauty and glory of a kind and affectionate home! The hardness of everlasting duty for an instant died out of Balsley's eyes and a tear-drop of sweet emotion and depth-moving gladness swelled into the corners. These memories were among the pleasantest things of his life. And for one thing, standing out clear and prominent above all other things, they made him feel that his life was not a charmed life but a deadly mortal one, and that all things perish from the face of the earth. Thus it is, inexplicable as it may be, that all our joys are at the same time mingled with some sorrow, all our bright colors have a somber background, all our soft, gentle, sweet memories have a shadow over them, even life itself has the smell of fire upon it. Even so!

And fireman, Mort Jones, all the while, was busy with his shovel feeding coal into the fire box and ever and anon casting his eyes up at the steam gauge. It was hard work, always stooping to throw the coal into the low door and scatter it in the grate as much as possible so that it might ignite at once, burst into a steam heating blaze, and convert the water into propelling steam. It was his endeavor to keep the index on the face of the gauge as near a certain figure as he could. And he was almost continually grasping the iron chain upon the latch of the door either to open it so that he might throw in more coal or to close it so as to permit the coal to burn. The coal had to be broken into a certain degree of fineness so it would speedily burn. And it had to be shoveled across the platform joining the tender and the engine. Indeed, the work was heavy.

Mort Jones was dressed very similar to the engineer. He was a young man of fine appearance and noble physical proportions. But his outer clothes were almost as black and smutty as the coal which he handled. His work was such that there was no escape from it. There was no wife for him to dream about as he pursued his toilsome labor, but he rejoiced in the fact that a pretty little sweetheart thought of him, and that some day not far off, they would marry. The love of a good, pretty girl is so sweet, and so inspiring, and so restraining from evil temptations that surround young men to lead them astray into by and forbidden paths. The love of a woman is the salvation of many men; the want of it too often their curse. In the midst of his wearisome task, as he saw shovelful after shovelful of black diamonds scatter in the fire grate, he thought of the last evening he had spent with Dollie, his Dollie, soon to be. They were happy together. As he thought now of all that was said and done then he was more and more convinced that this

sweet little girl was planning for a happy future and a perfect home. They were so fond of each other, why should not their home be perfect? Many homes were perfect in all that went to make the occupants entirely happy, and as far as he could see there was no reason why their home, when they had once entered it and sacredly dedicated it to themselves alone, should not be a perfect one, too. If attention to dear Dollie, and deferring to all her little, kind wishes, could make his home what he ideally conceived it to be, then these little yieldings to her and little sacrifices for her pleasure would be no sacrifices at all, but on the contrary, would be the very delights he would seek for himself. To make her happy would make him happy. He had even thought it possible to live so that each day might be an improvement on the preceding one and lead them gradually, step by step, into a higher and purer atmosphere of sweet affection and absorbed love. Why should there not be progression in human love, as life advances, as well as progression in knowledge or any other mental or spiritual quality? As for himself he believed it entirely reasonable and quite practicable, and he was resolved with all the force of his nature to live just that kind of a life with Dollie. She was eminently reasonable and therefore the scheme of progressive love was perfectly feasible and right. It was but the higher and more perfect development of the human being, something that tended to lift him out of the coarser trammels of the flesh and place him on a surer foundation, and he could not think it was an idle or visionary theory. Of one thing he was quite sure—all young men in love are just as certain, when they pause a moment to challenge themselves and reflect on their profound and all absorbing love—that his love was not a vagary nor a foolish thing. It was genuine and abiding; therefore the sweeter the better.

Wiping the perspiration from his open forehead with a large handkerchief that he had tied loosely around his neck and that always remained there when at work, he glanced over at Phil Balsley as if he felt guilty of an error in having such ethereal and spiritual thoughts in this work-a-day world and had been detected therein by his co-laborer. He could not be quite sure, amid the din and rocking of the monster-moving engine, but some way he got the impression as he glanced into the side face of his friend Phil that there was a tear in his eye. Strange! All strange! The trend and tenor of his own thoughts were peculiar and fascinatingly impressive, and then at that very same time he thought he detected a tear in Phil's eye! But as to the tear he might be mistaken, for on a second

stealthy look he observed him dutifully and faithfully looking ahead along the track. Ah, well, at all events, he thought, how closely tears and joy lie together in this life, do what we may.

Now he resumed his hard labor of feeding the coal into the grate beneath the pipes.

But where are the robbers?

As already said, the train had just entered a sharp curve, not very far away from the water tank, when these two quiet workmen in the cab were confronted with a tragic situation. They understood the full force of it, down there in the Lone Star State, where desperate villains sometimes vegetate and flourish.

These three cowboy desperadoes stealthily, as you already know, boarded the baggage car behind the tender. They were just where they had planned to be. You will understand their fiendish schemes as we recount the thrilling incidents that transpired upon that roaring, flying train.

These moral monstrosities, only a little removed from the denizens of the nether regions, viewed in any light you may throw upon them, held a few hurried words with each other there on the platform of the car, and in sheer madness at once proceeded with their infamous work. One, the burliest and biggest and meanest-looking of the trio, though for that matter all were vile and hateful-looking enough, God knows, stood upon the guard of the platform, reached to the top of the tender, and furtively and quietly climbed upon it. The other two villains steadied him as he climbed up. Crouching down a little, while preparing to make the descent into the cab, in order to screen himself as much as possible, he looked like a mean, ferocious animal in a couchant attitude ready to spring upon its unsuspecting prey. Taking two large Derringers from his pocket, and being ambidextrous in the use of the weapons, he held one in each hand, and with a look we imagine similar to that upon the blackened visages of some of the occupants of Dante's Inferno, he sprang down upon the coal and thence upon the platform into the very faces of the startled workmen. They were amazed—worse than that, terrified. It was so sudden and unexpected. A murderous villain upon them and thrusting two terrible looking weapons in their faces the very first thing. Thrust into such an unwelcome, distressing situation before they had time to think. The worst was on them in an instant. No time to plan what to do. Instant death, or prompt surrender, one or the other was the alternative. What could two unarmed men do in the face of two horrid revolvers? They were the more completely disarmed because of

the peaceful, happy thoughts that had just possessed them and from which they had been so ruthlessly and rudely aroused—awakened into so desperate a situation—a murderous hand upon their throats. It is no wonder their eyes grew large, their cheeks blanched and their bodies trembled. They had no time to exchange glances. The skillful "shootist" knew just how to glance along the barrels of two revolvers pointed in different directions with a sort of unerring instinct, and his eyes never winked or quavered a second in their hideous and wicked design. There was an accursed, infernal, odious look upon the demon's face, and a restless, satanic, murderous glance in his glaring, bloodshot, piercing eyes.

Engineer Phil Balsley stared sharply, while his hand clasped the throttle-lever with painful grip. There was no escape, no backing out, no means of defense. A movement that the devil might misinterpret meant death, swift and horrible. Riveted upon his seat he saw no way but promptly to obey the desperate dog.

One glance at the demon revealed all to Mort Jones. Stunned for an instant, undecided how to proceed, he raised up and stood the physical peer of the villain. A wave of startled emotion swept over him, and he felt that it might be fear or it might be surprise. As he bent his eyes at the gleaming, black-mouthed pistol, he quailed a little, and he wished it were looking in some other direction. When he stood erect and saw his physical equality he took courage. It came back to him like a flash. This sudden recovery of a suddenly lost quality may seem singular to you, but we beg upon such authority as we may possess to assure you that it is literally true. As a

further demonstration of the truth of the recovery of his startled, if not flinching, courage, it may be noted that he glanced at the fellow's coarse, ill-fitting clothes, and set him down as a low, despicable, unhung scoundrel, too mean to earn an honest living, and not above the crime of robbery and even murder. The whole thing flashed upon his mind like a snap-shot, and he knew that robbery was in the wind, and this fellow was there to take care of them while the others did the work of going through the express safes and perhaps the passengers. In fact it required no prophet to see all that. From the claw in his presence he could build up the animal, as Cuvier did, and construct the whole plot of the gang. Then he glowed at the villainous hound.

"Throw up your hands," ordered the fellow, as he sprang down from the coal in the tender and leveled his stern looking guns at them. It was a cruel, hard, stern, heavy voice that, above the din of the on-sweeping train, fell upon their ears. It is perhaps well to explain here that the engine, being in front and ever rushing on and away from the roar and rumble dragging ever along after, and sweeping forward through the air with marvelous rapidity, is not as noisy a place in which to ride as even a closed coach behind it. So the clicking noises of the powerful monster were borne back—or rather the toilers in the engine had fled out of them—almost before they could arise to the ear, and hence it was not a difficult matter to hear quite distinctly a powerful, vicious voice, from which all fellowship had fled—from which all goodness had long been dead—from which all honesty had skulked in very shame and disgrace.

TO BE CONTINUED.

"DOWN BRAKES!"

Written for THE RAILWAY CONDUCTOR.

It had been such a vivid dream.

The young wife still trembled with the horror of it. She could scarcely be sure that it was a dream at all. It was rather as though her soul had been absent from the body, and had gone through the terrible ordeal in very truth, and not merely in the fantasy of a dream.

She had been sitting before the fire, waiting for Phil to come in. She knew his train was late, as it often was in the busy season, and she felt no particular anxiety on that account. The delay was such a common thing, and she knew that if there were any ill news she would hear it soon enough.

She had everything in readiness for his supper, and had settled down to patient waiting until he should come. Tired at last with the dainty stitchery that occupied her busy fingers, she let her work fall into her lap, and leaning her head against the chair, closed her eyes, listening drowsily for the click of the gate latch, and the welcome step upon the path.

As her slumber deepened, the dream—if dream it was—came to her.

She was alone, hurrying along a railroad track. The moonlight revealed the scene clearly, showing where the track wound in a double curve between two lakes. On the left there was a tangled

growth of water oaks and tropical vines; on the right, the embankment fell away sharply to the water, fifteen or twenty feet below. Just at the sharpest bend of the reverse curve, she saw a man kneeling beside the track. His cap was pushed back on his head, and the metal badge above the visor glittered in the moonlight. Her first feeling of relief that he was a railroad man and not a tramp, was followed instantly by one of terror so intense that even in her dream she wondered vaguely why she was so frightened at seeing a man at work on the track, for she saw the tools in his hand. But the strange, intuitive consciousness of danger grew more definite as she drew nearer the spot, and saw the man cross the track and disappear amid the shrubbery on the inner side of the curve. When she reached the place, she stooped, and scanned the work he had done. He had loosened one end of a rail, just enough to let the steel project outside of the next rail, like the tangent of an arc. In effect it was an open switch, and as she realized this, she seemed to know as by a lightning flash that Phil's train was coming, and reaching this loosened rail, would be hurled to ruin down the embankment. She must warn him! She must run beyond the curve and signal to him! Oh, heaven! How leaden-footed she was! How slowly, slowly she ran! And now, horror upon horror! The miscreant who had planned the awful wreck, was following her, to prevent her giving any warning of the danger! She heard his footsteps behind her, unsteady and heavy; and knew that he was intoxicated. Perhaps he would stumble and fall, and so let her gain time. Heaven grant it! It is darker now; a thick cloud has obscured the moon, and a fresh, moist wind is blowing. There is a distant rumble; is it thunder, or the sound of the coming train?

There is a wild prayer in her heart, though she has no breath to frame it on her lips, and with an agony of effort she runs on, but oh, so slowly, so heavily, with such a throbbing heart and gasping breath. Louder grows the roaring in her ears, and nearer comes the beat of the footsteps behind her. Still she struggles onward, with the strength of her love nerving her weary limbs. Now she cannot hear the pursuer's steps, but yonder in front of her she sees the long beam from the headlight sweeping around a distant curve. Courage now, Phil's life is in her feeble hands! Oh, for a burst of moonlight from behind that lowering cloud, or a lightning flash, to show the engineer that white-robed figure on the track!

When the light from the headlight shall reach her, she tells herself, then she must wave her signal, and she snatches off her broad white hat.

She is standing still now. she has no strength to run another step. All her soul is concentrated in the effort to stand her ground until she can be seen by the engineer. Phil would see her, she knows, if he were on the engine; oh, if he could know, back at his own post of duty, that she was trying so hard to save him! Nearer now, nearer rushes the flaming monster; the roar of its coming deafens her, its fiery breath seems to scorch her very soul, as she stands there with waving arms, until ever the strength of woman's love can endure no more, and she springs aside just in time to escape death beneath the rushing wheels. The lights from the windows flame past like ribbons of fire, and then, in the last coach, she sees Phil, standing in the aisle, with his lantern on his arm, and his cap pulled low over his eyes, Phil, unconscious of danger, going to his death and she, his wife, knows it and cannot save him! "Phil! Stop the train!" Her whole soul goes out in that wild cry, and then—the horror of a great darkness, and—oblivion! * * * *

She was still unnerved by the vivid horror of that awful dream when Phil came in, an hour later; but by a strong effort she controlled herself, and began to arrange his supper.

"Just give me some coffee, Bess. I don't care for anything to eat."

"Are you sick?" she asked, anxiously, as she laid her hand on his forehead, and felt the heat and quick throbbing of the temples.

"Oh, no. Dead tired, that's all."

She did not tell him of the dream until the next morning. His face was a study as he listened but all he said was:

"Curious things, dreams are; aren't they, Bess?"

There were two special reports turned in by him that day. One related to a delay caused by the necessity of replacing a loosened rail, "on reverse curve between mileposts numbers 17 and 18."

The other reported the discovery, near the same point, of "the body of George Brown, formerly brakeman on the X. Y. & Z. railroad. Death was apparently caused by a fall, the skull being fractured by striking the rail. The body was brought to Q—, and delivered to friends of deceased."

The superintendent of the X. Y. Z. was alone in his office when Phil carried in his report. He had been on board the train the night before, and he had a question to ask Phil; a question that was on his lips when the discovery of the dead man had made him forget to ask it. He asked it now.

"What reason had you for pulling the bell cord, just when you did, last night?"

Phil hesitated a moment.

"You couldn't have known there was any need for stopping just then. And you had orders to make up some time, too."

Phil was getting red; and the superintendent looked up at him. They were old friends, as well as chief and subordinate.

"Out with it, Phil," said the superintendent, pushing a chair forward. "There's something on your mind, I see."

"My wife had a curious dream last night," began Phil, as he sat down and lighted the cigar his chief proffered him.

Then he repeated the dream.

"Yes; that was certainly strange," commented

the superintendent. "But you haven't answered my question. Why did you pull the bell cord?"

"Well, I'll tell you," answered Phil; "but mind, this is not an official report. I'm telling this to *my friend*, and if the *superintendent* of the X. Y. Z. calls for an explanation duly written out on 'Form 963,' I am afraid I can't give any that will be satisfactory. The truth is simply this: I heard my wife's voice call, '*Phil, stop the train!*' and the words were so distinct, and the tone was one of such agonized intensity, that involuntarily I obeyed the warning. That is all there is to tell. I can't explain it. Can you?"

The superintendent shook his head.

"You needn't use 'Form 963' this time," he said, as he lighted a fresh cigar.

H. N. ADAIR.

THE RIGHT OF PROPERTY IN LAND.

BY W. P. BORLAND.

When socialists denounce the single tax as a scheme of "confiscation and robbery," while, at the same time, they deny the right of private property in land, they expose the weakness of their own position and exhibit a strange sort of logic by making use of arguments drawn from the capitalistic property regime, which they so roundly condemn. To an impartial observer it would appear that, in making use of such an argument, the socialists were attempting to prove altogether too much, and, further, that they were much more concerned for the exploitation of a particular theory than for the establishment of a general principle. The argument of confiscation is really the weakest point that could be urged, for the reason that, first: the main question has to do with something quite different, a matter that is far above and away from any considerations of confiscation; and, second: under any proper understanding of the question there would be no such thing as confiscation at all. Confiscation cannot take place contemporaneously with complete change in the established property relation.

1. The main question is not one of property rights, but of social good. Is the present property regime consistent with the natural rights of man, the highest form of civilization, and the most enduring progress of the race? Unless this question can be answered in the affirmative the present property system stands condemned, and no considerations of confiscation can for a single moment be permitted to stand in the way of any measure that promises to institute a change in

that system; the only consideration being that the proposed change shall prove itself something better than what we have now. But socialists and single taxers deny that the present property system is consistent with a correct civilization; but, while single taxers claim that the substitution of common for private property in land is sufficient to bring about such consistency, socialists go farther and claim that both land and capital must be made common property in order to attain the desired result. From a capitalistic standpoint, both of these schemes are open to the argument of confiscation, but against neither of them has the argument the slightest validity. Our property system is a social, not a natural fact. Society has created it and society has the undoubted right to destroy it. This right is absolute; there can be no question raised to the right of society to transform its property system in any way it sees fit. Whether this transformation shall take place on a single tax or a socialistic basis is a question for society itself to decide, and no argument of confiscation can be permitted to have the slightest weight in influencing its action when once the decision is made. There is only one reservation that individuals have a right to insist upon; the new property system must be better than the old. The social problem can only be properly settled on the basis of *the rights of man*; the rights of property must become an entirely subordinate consideration from the point of view of "the greatest good to the greatest number," at which a nation of free men are supposed to contemplate social arrangements.

When a nation of free men have become convinced that their established right of property is inconsistent with the rights of man, the only question for them to decide is, what shall we put in its place.

2. Confiscation implies an invasion, not a denial of an established property right. It means a condemnation of specific property rights in particular instances, but not in general. That is to say, it implies discrimination, the denial of certain property rights with respect to certain members of society, but not with respect to society as a whole. It does not mean change in the established property relation; it merely means a rearrangement of the relation as it exists. Thus, the slave owner who was deprived of his slaves while the right of property in slaves was recognized by law, was robbed; he was the victim of confiscation, robbery, and he had an undoubted right to resist a manifest invasion of his property rights. But when the institution of slavery was abolished, when society once denied the right of property in slaves, it was no robbery to deprive an individual of his property in slaves; the argument of confiscation had no standing whatever. The one case represents an invasion of the right, the other, an absolute denial of such right. They are not parallel cases. The royalists, who, at the time of the English revolution, were deprived of their estates that they might be bestowed on the soldiers and favorites of Cromwell, were the victims of confiscation, they were robbed. But if, at that time, the right of private property in land had been absolutely denied, if society had decreed a total change in the existing regime of landed property, the royalists would have had no cause for complaint, no argument of confiscation would have had the slightest validity in the presence of the fact. When we abolished the right of property in slaves the slave owners were subjected to no scheme of confiscation, there was not the slightest invasion of their property rights, because the specific right of property in slaves was forever abolished, it no longer had the slightest legal or social standing. No plea of confiscation was entertained, or even thought of, when abolition occurred, although the confiscation argument was a stock one during the period of agitation preceding abolition. When society shall decide to abolish the right of property in land there will be no confiscation, no landowner will be robbed; but the landowner who is in any way deprived of his land before such abolition takes place is the victim of confiscation, he is robbed.

But, it is said, it is unjust to deprive the small landowner, the farmer or mechanic, who has ap-

plied honestly earned wealth to the purchase of land, of the legitimate wealth he has so invested by destroying the selling price of his land. The zeal, the apparently unselfish devotion, which certain members of society display for the protection of the rights of the poor and honest workingman, of the widows and orphans, the pathos and indignation which they display in pleading for the protection of such persons whenever it is proposed to abolish any iniquitous social arrangement, would be calculated to improve one's faith in human nature if it were not so thoroughly suspicious; and it is not at all creditable to socialists that they are compelled to make use of such arguments. This was one of the favorite arguments by which pro-slavery advocates sought to justify the continuance of slavery. It was pointed out that many poor people, many widows and orphans, had all their little wealth, the product of years of honest toil, invested in a few slaves and were entirely dependent on such investments for their livelihood. To deprive such persons of the benefits naturally accruing from such investments would be to bring ruin and distress upon vast numbers of honest, hard working, and law abiding citizens. It might be admitted that, in the abstract, slavery was wrong; but these people had invested their little wealth in slaves in entire good faith, believing it to be right, with the sanction and protection of society, and in the confident belief that they would be protected in their property rights and be permitted to reap where they had sown without molestation. For society now to reverse its sanction, for it now to deprive these poor and comparatively helpless people of their little property in slaves, for it to thus bring large numbers of worthy citizens face to face with absolute ruin!—what monstrous injustice!! what positive iniquity!!! But the iniquity was committed all the same, and the widows and orphans, the deserving poor, who had all their little wealth invested in slaves had to take their chances along with the rest; and the ruin and distress failed to materialize to an extent sufficient to justify the predictions of those who had been so active in defending these poor people from contemplated spoliation. Single taxers place property in land in precisely the same category with property in slaves. They consider these two classes of property, in what may be called their teleologic aspects, as essentially alike. In the words of Henry George, "Property in land is as indefensible as property in man. It is so absurdly impolitic, so outrageously unjust, so flagrantly subversive of the true right of property, that it can only be instituted by force and maintained by confounding in the popular mind

the distinction between property in land and property in things that are the result of labor. Once that distinction is made clear and private property in land is doomed." Socialists recognize the iniquity of private property in land from practically the same point of view, and, in the light of the foregoing considerations, when a socialist, as does Mr. W. H. Stuart, denies the right of society to single out the landowners exclusively as "proper subjects of expropriation," he is committing himself to a puerility. He might as well deny that society had the right to single out the slave owners as "proper subjects of expropriation." There is considerable difference of opinion about all capital representing nothing more than "robbery of labor;" whatever plausibility attaches to that claim might very easily be shown to have its origin in failure to recognize the distinction referred to above, the distinction between property in land and property in things that are the product of labor. But it does not fall within the scope of this article to argue that question; sufficient if I point out here the manner in which some socialists, while acknowledging iniquity, propose to temporize with it for the purpose of sugar-coating a pill which might nauseate desirable converts if asked to swallow the pill without the coating. Some socialists, and Mr. Stuart is one of them, say "we do not propose to subject existing property owners to any scheme of confiscation, we propose to compensate existing owners for such part of their property as it will be necessary to appropriate for the purpose of social production." To the first part of this proposition we may give a willing assent. Socialists do not propose any sort of a confiscation scheme. Socialism would be a total change in what exists, not merely confiscation or a simple invasion of what exists. Therefore, the implication of confiscation which is carried along with the compensation proposal in the latter part of the proposition is entirely misplaced, and it is proper to expose some of the absurdities of the compensation idea. In the first place, seeing that socialists condemn property in land and capital as a robbery of labor, it might very pertinently be asked, why should labor be expected to compensate its robbers when it once resumes possession of property of which it has been despoiled? Equity does not countenance such a proceeding, the equity is all on the side of labor, and if we confine ourselves to the principles of the common law the proposition is distinctly negated. It is one of the best recognized principles of the law of property that an innocent purchaser of stolen property has no remedy against the rightful owner of such property;

when the owner has once proved his right the law takes no account whatever of innocent purchasers, it merely says to the sheriff, *Habere facias possessionem*—"You shall cause to take possession." *Dormitur aliquando jus, moritur nunquam*,—"A right sometimes sleeps, but never dies,"—says the law, and it plainly sounds the warning, *Caveat emptor*—"Let the buyer beware." It is also a well known principle of law that a claim or title, originally defective, cannot derive any additional weight from prescription. Thus, both law and equity are against the compensation proposition, when once the main proposition is accepted as true. But the greatest absurdity of the compensation idea appears in the mere assumption of its possibility. Compensation implies the giving of an equivalent. To compensate is "to give equal value; to recompense; to give an equivalent for service, or an amount lost or bestowed; to return or bestow that which makes good a loss, or is estimated a sufficient remuneration." To compensate, then, is to leave things, in all essential particulars, in precisely the condition they were in before the necessity for compensation arose, to place laborers in a position to derive no benefit from the destruction of a property regime which is conditioned upon a robbery of their rights. It is to permit an effect to continue after the removal of its cause, and, singularly enough, this also is negated by one of our familiar common law maxims. *Cessante causa, cessat et effectus*,—"When the cause is removed, the effect must cease also." Thus, in law, the release of a debt is a discharge also of the execution. The introduction of socialism would release labor from the debt which it now owes to the owners of property, and such release would be a discharge also of the execution. We may be permitted to try such questions as this by the maxims of law which the worshipers of property have themselves established for their own benefit. Compensation, following the introduction of a new order, is an utter impossibility, and any suggestions to that end are utterly worthless, mere temporizing with conditions. If I am deprived of my cow, and forbidden to longer own a cow, it will be no compensation to present me with a horse, although it may be that the majority of my neighbors consider the possession of the horse the greater benefit. I possess the cow for a specific purpose, for the use of the pure milk she gives me. The horse is not competent to fulfill that purpose, I cannot milk the horse. Therefore, to present me with a horse would not compensate me for the loss of my cow and the denial of my right to own a cow. I could not realize equivalent bene-

fits. It would be of no advantage to point out to me the manifold comforts and conveniences which I might derive from the use of the horse; the one specific advantage which I derived from the use of my cow, the advantage of possession of the pure milk she gave me, I would still be deprived of: and the possession of the horse would not compensate me for my loss. The uses of the article I have been compelled to accept are essentially different from the uses of the article of which I have been deprived, and, as the benefits of the possession of wealth lie wholly in its uses, compensation can only take place when such uses are maintained. The property owner who is now deriving a luxurious living without labor, from the increment of value flowing from the specific uses of his lands and chattels, would not be compensated for the denial of his right of such specific uses by merely giving him a lien on the general wealth of the country equal to the appraised value of the lands and chattels of which he had been deprived. The uses of the wealth which he received would be entirely different from the uses of that of which he had been deprived. It would be like presenting him with a horse to compensate him for the loss of a cow; he could not realize equivalent benefits. This is not to in any way defend the present uses of wealth, it is merely to point out the absurdity of the idea of compensation upon the establishment of a new order. Compensation is neither possible nor desirable. If the compensation is real the proletariat can gain nothing by the establishment of the new conditions. If it is not real, what is the use of talking about compensation at all? The effects of the present property regime must not be allowed to continue after the removal of their causes, and unless they are allowed to continue there can be no compensation.

The argument that the application of the single tax would tend to destroy security of tenure is of a different nature; it is worth considering; and if admitted as sound it forms a serious objection to the single tax. Mr Thomas G. Shearman has said something on this phase of the question, and, as he is recognized as good authority, I quote his words as supplementary to my own opinion, which might be considered as not proceeding from an authoritative source.

"Objection 5.—Is it not unjust to a poor man, who has built a little home upon a piece of ground, with no speculative intentions, to raise the taxes upon it to such a rate as will compel him to sell out and remove, merely because land has risen in value around him?

"Answer.—It can scarcely ever happen that such a man will not be able to sell his house and

improvements for as much as would enable him to build again in another place. In the vast majority of cases, therefore, the only hardship which such persons would suffer would be that of removal to less valuable ground. That hardship more than nine-tenths of the American people residing in cities undergo at least once in five years. In a few cases such land owners might not be able to sell their improvements for their full value, and their property might thus be taxed out of existence. But that occasional injustice happens under any system. It happens at least twice as often under the methods of taxation now in use as it possibly could under a tax on land values alone. It often happens that some one has built a little cottage or has improved a farm on land under which is an oil well sufficient to supply a thousand families with light and heat, or a gas well sufficient to run a factory giving employment to a thousand men, or a coal or iron mine. Does justice require that he should be allowed to keep his cottage in that precise place forever, neither using these great natural advantages himself nor permitting anyone else to do so? No one pretends that it does. All agree that the state may and should compel him to remove to some other place, where his cottage will not hinder the world from having the benefit of these grand advantages. The only question is how much should he be paid for this removal? We say, enough to enable him to build just as good a cottage upon land just as good for his purpose as that which he had before. Our opponents say, enough to enable him to make a fortune and live in idleness forever. Whatever is paid must be paid almost entirely by men just as poor as he is. Which plan bears most hardly upon the poor man? A poor man who has built upon land which finally becomes a city lot, worth city prices, stands in the same shoes with the man who has built over a gold mine or an oil well. He monopolizes natural advantages in either case. If he is too poor to use them for the general good of the community, he ought to give place to others who can do so. They will pay him the value of his improvements for the sake of getting early possession of the land, so that he will lose nothing. They will pay to the community at large the value of the natural advantages to which his cottage was an obstruction; and so the community will be benefited, and the poor cottage owner will get his fair share of the benefit. He ought not to get anything more.

"Objection 6.—But in such a case will not the very fact that the tax has been raised to such a point that the poor man is forced to sell, enable men who are rich enough to build upon or other-

wise improve the land to combine against him, and thus compel him to accept much less than the real value of his little improvements, since no one would bid for them who could not afford to take the land also?

"Answer.—If, on full consideration, it seems probable that injustice might be done in such cases it can be entirely avoided by inserting in the law regulating tax sales a provision that the purchaser shall be required to pay to the occupant of land sold for taxes the appraised valuation of the improvements, less the taxes overdue, and allowing such purchaser to deduct the amount thus paid from his bid and from his future tax bills. This is the course always pursued when ferry privileges, etc., are sold by the state or city; it is practically the method now in use where land is let on long terms for building purposes, and it may very well be adopted into the new tax system. If adopted it would make the new system the only one in the world which would be absolutely no injustice to any tax payer. The knowledge that such a provision existed in the law would prevent any combination such as is supposed, and would make those who desired to use the land for building purposes and who were willing to pay the higher taxes which they foresaw were coming, ready to pay to the occupant a little more than the fair value of his improvements, ~~and~~ by offering him a premium to remove, they would save the time which would otherwise be consumed in the tax sale, at the end of which they would be obliged to pay him the full value of those improvements. Thus the whole affair would be settled quietly, with no expense or trouble to the state, in ninety-nine cases out of a hundred."

In considering this matter, it must be remembered that the single tax philosophy asserts the absolute right of the individual to property in the products of his labor, while it denies absolutely his right of property in land. The logic of this position would compel society to adopt measures for the complete protection of the individual in his right of property to improvements on land, to afford him absolute security for the enjoyment of the benefits accruing from such improvements, and this would entail the necessity for such a codification of the tax laws as would positively protect the owner of improvements, wherever situated, from any spoliation under the operation of the law. This is a question the resolution of which lies in the codification of the law. It can be admitted that the law might be codified so as to destroy security of tenure, but this is not to admit the impossibility of so codifying the law as to absolutely maintain security of tenure; and

the latter course is the one that single taxers are logically bound to adopt. There is nothing inherent in the single tax principle itself that would tend to destroy security of tenure.

What remains of Mr. Stuart's article on "single tax vagaries" is splenetic rather than argumentative. He displays a great deal of that very cheap sort of sarcasm which passes for argument with some persons who are inclined to attach greater weight to words than to ideas, and he indulges in misrepresentation that is wholly discreditable to any person who may be presumed to have some knowledge of the theory he pretends to discuss. It is entirely true that single taxers propose to free wealth of all descriptions—and, of course, capital—from all manner of taxation; on the ground that it is a "good thing" and ought not to be taxed, and if Mr. Stuart had confined his argument to the statement of fact there would have been no cause for complaint. But when he goes on and sets up, as a basis of argument, a definition of capital which single taxers do not accept, and which he must be aware that they do not accept, he is exceeding the bounds of legitimate controversy and subjecting the single tax theory to misrepresentation instead of criticism. The tactics pursued by Mr. Stuart entail upon me the necessity of defining the single tax position with respect to wealth and capital, and thus exposing the utter worthlessness of his pretended criticism.

1. All wealth is the product of labor applied to land. "As commonly used the word 'wealth' is applied to anything having an exchange value. But when used as a term of political economy it must be limited to a much more definite meaning, because many things are commonly spoken of as wealth which in taking account of collective or general wealth cannot be considered as wealth at all. Such things have an exchange value, and are commonly spoken of as wealth, inasmuch as they represent as between individuals, or between sets of individuals, the power of obtaining wealth; but they are not truly wealth, inasmuch as their increase or decrease does not affect the sum of wealth. Such are bonds, mortgages, promissory notes, bank bills, or other stipulations for the transfer of wealth. Such are slaves, whose value represents merely the power of one class to appropriate the earnings of another class. Such are lands, or other natural opportunities, the value of which is but the result of the acknowledgement in favor of certain persons of an exclusive right to their use, and which represents merely the power thus given to the owners to demand a share of the wealth produced by those who use them. Increase in the amount of bonds,

mortgages, notes, or bank bills, cannot increase the wealth of the community that includes as well those who promise to pay as those who are entitled to receive. The enslavement of a part of their number could not increase the wealth of a people, for what the enslavers gained the enslaved would lose. Increase in land values does not represent increase in the common wealth, for what land owners gain by higher prices, the tenants or purchasers who must pay them will lose. And all this relative wealth, which, in common thought and speech, in legislation and law, is undistinguished from actual wealth, could, without the destruction or consumption of anything more than a few drops of ink and a piece of paper, be utterly annihilated. By enactment of the sovereign political power debts might be cancelled, slaves emancipated, and land resumed as the common property of the whole people, without the aggregate wealth being diminished by the value of a pinch of snuff, for what some would lose others would gain. * * * * Thus wealth, as alone the term can be used in political economy, consists of natural products that have been secured, moved, combined, separated, or in other ways modified by human exertion, so as to fit them for the gratification of human desires. Wealth is not the sole object of labor, for labor is also expended in ministering directly to desire; but it is the object and result of what we call productive labor—that is, labor which gives value to material things. Nothing which nature supplies to man without his labor is wealth, nor yet does the expenditure of labor result in wealth unless there is a tangible product which has and retains the power of ministering to desire.”—*Progress and Poverty, Book I, Chap. II.*

2. Capital is wealth used to produce more wealth. Thus capital must be wealth, and anything which does not fall under the definition of wealth cannot be capital. But while capital must be wealth, all wealth is not capital; it is only that portion of wealth which is devoted to the specific purpose, the production of more wealth, that is capital. “Nothing can be capital, let it always be remembered, that is not wealth—that is to say, nothing can be capital that does not consist of actual, tangible things, not the spontaneous offerings of nature, which have in themselves, and not by proxy, the power of directly or indirectly ministering to human desire. Thus, a government bond is not capital, nor yet is it the representative of capital. The capital that was once received for it by the government has been consumed unproductively—blown away from the mouths of cannon, used up in war ships, expended in keeping men marching and drilling,

killing and destroying. The bond cannot represent capital that has been destroyed. It does not represent capital at all. It is simply a solemn declaration that the government will, some time or other, take by taxation from the then existing stock of the people, so much wealth, which it will turn over to the holder of the bond; and that, in the meanwhile, it will, from time to time, take, in the same way, enough to make up to the holder the increase which so much capital as it some day promises to give him—would yield him were it actually in his possession. The immense sums which are thus taken from the produce of every modern country to pay interest on public debts are not the earnings or increase of capital—are not really interest in the strict sense of the term, but are taxes levied on the produce of labor and capital leaving so much less for wages and so much less for real interest.”—*Progress and Poverty, Book III, Chap. IV.*

With these definitions before him the reader may decide for himself as to the credibility of Mr. Stuart's assertion that the great mass of stocks and bonds mentioned by him would escape taxation on the assumption that they were capital, and therefore a “good thing.” As a matter of fact, no man has spoken stronger words in condemnation of public debts than has Henry George, and the stock watering operations by which railway and other corporations extract exorbitant profits from the earnings of labor are unqualifiedly condemned by the single tax theory itself, as well as having been so condemned in numerous public utterances of leaders in the single tax movement. Again, as another matter of fact, it is a part of the single tax programme to place the railroad, telegraph, telephone, and all such businesses as are in their very nature monopolies under public control and management. The platform of the single tax party says:

“In securing to each individual his equal right to the use of the earth, it is also a proper function of society to maintain and control all public ways for transportation of persons and property, and the transmission of intelligence; and also to maintain and control all public ways in cities for furnishing water, gas, and all other things that necessarily require the use of such common ways.”

Mr. Stuart cannot fail to know all about such facts as these; he should not compel me to occupy space in pointing them out in the course of a discussion of this character. It would be utterly impossible for any values based on monopoly or privilege to escape paying the full value of such monopoly or privilege to the community which granted it, under any proper administration of the single tax principle. Actual wealth, whether used productively, as capital, or unproductively,

in ministering directly to desire, would certainly escape taxation, and, as far as I can see, it ought to escape it. The statement concerning George's defense of the gambling operations of "Old Hutch," on the Chicago Board of Trade, requires proof. The implication that such operations as this would receive the sanction and support of the single tax principle is not warranted by the facts, and it must be proved by something stronger than Mr. Stuart's unsupported assertion. As far as the personal character of the assertion is concerned, Mr. George explicitly condemns such operations as this in *Progress and Poverty*—Book III, Chap. IV—and those who are familiar with the writings of the man will not willingly believe that he would defend such a transaction as right. In this connection I may be pardoned for quoting an item which recently appeared in *The Courier*, a single tax paper published in St. Louis, Mo.:

"At a public meeting held by single taxers at Los Angeles, W. H. Stuart, who writes in the "Twentieth Century" and other papers against the single tax, said that a few years ago when Hutchinson, the great Chicago board of trade gambler, made \$2,000,000 in a wheat deal, he thereby compelled the poor widows and orphans of the land to pay an increased price for their bread, and that Henry George, in his "Standard," approved of the transaction, declaring it was right. As similar statements are frequently made by opponents of the single tax, we give the reply which Ralph E. Hoyt made to it, as follows:

"If he had simply said that Henry George explained that, as he viewed it, the performance of Hutchinson was simply a gambling operation in futures, which neither increased nor diminished the quantity of wheat in the country, and neither increased nor lowered the cost of that staple to the consumer—if that had been the statement made, there would have been no ground for dispute. But if, as his language implied, the speaker intended to convey the idea that Henry George ever approved of putting up prices of bread through any scheme of legalized gambling, I deny the charge and call for the proof. Until the gentleman who made the statement produces positive proof to support it, all who are familiar with the noble character and philanthropic impulses of Henry George will believe that he has been either ignorantly or purposely misrepresented here in a matter involving a vital principle."

Of course, we have no right to impute to Mr. Stuart any other than honorable intentions, and, since he has repeated his statement in these columns, he has no doubt long since furnished Mr.

Hoyt with the proof demanded, and, therefore, he will not hesitate to place such proof before the readers of *THE CONDUCTOR*.

It is quite true that single taxers do not, like the socialists, enter into an indiscriminate condemnation of the present system of industry, because they are rational enough to put much more faith in principles than in hard and fast systems; and they recognize the fact that there are many good points about the present system that there would be, not only no advantage, but a positive loss to the human race to abolish. Industrial systems, like our present wage system, and like the feudal system which preceded it, are not built in a day. They do not spring forth, like the warriors of Cadmus, fully armed for the fray, as the result of any one man's thoughtfulness and ingenuity. Industrial systems are the result of conditions; they grow to their perfected form through being acted upon by many complex though inter-dependent forces. There are many and serious evils in our present system, but that is not to say that there is not also much good; whatever the evils, they are the result of conditions, and we who call ourselves "single-taxers" believe in establishing correct conditions for social growth and letting the system which may arise as the outgrowth of those conditions take care of itself. We have no fear that any system which may arise as the result of just conditions will not prove itself a just one, and we assert as a fundamental truth that when all men are secured in their right to the use of the earth we have just conditions for social growth.

There is nothing singular in the fact that the Homestead laborers "accepted Frick's terms in preference to starving on the margin." For it is quite evident that they would starve on the margin under present conditions, and men will accept most any terms rather than starve. It can hardly have failed to occur to Mr. Stuart that the principal indictment against private property in land is that it forces the margin down to the starvation point, and that one of the objects of the single tax is to raise the margin; and that remark about rent of the abandoned farms being "certainly less than a single tax would likely be" displays a lamentable lack of economic knowledge. The farms spoken of are certainly below the present margin or they would not be abandoned, and as the single tax would raise the margin still higher, unless these farms developed some special capabilities which they do not show now, it would be an utter impossibility for the single tax to exceed present rent. But would the single tax raise the margin? Just let Mr. Stuart alone and he will prove to anybody's satisfaction

that the single tax would raise the margin enormously, before he gets through with his catalogue of objections to the single tax. But, such instances as this are absolutely worthless as arguments against the single tax. It is a fact that, even if the workers were inclined to take up with these abandoned farms as a relief for their condition, there are not nearly enough opportunities of that sort to appreciably relieve the competition in the ranks of labor; and it is a further fact that, under present conditions, the moment any such movement was generally taken up the demand for these opportunities would increase their value to such a figure that those who held the titles would profit enormously and labor would be defeated in the attempt to secure any measure of relief from such a source. It is a defect in the present system of allowing private parties to hold title to land that the moment demand arises for particular land, private parties, who seek to profit by the rise in value which the demand creates, gobble it up and shut out labor from any share in the advantages accruing from such demand. I remember that, some time ago, Mr. Stuart complained bitterly of an opponent who drew an argument against socialism from improper conditions, and he said: "When the single tax theory was about being tried at Hyattsville, Md., Mr. George was careful to warn his followers that the theory could not be tested fairly on so small a scale, and that its failure at Hyattsville would be no argument against it as a state, or, better, as a national experiment. He was, of course, quite right." I would suggest to Mr. Stuart that he swallow some of his own philosophy and make application of this reasoning. The "flat and distinct" denial of my assertion that all monopolies are built up by special privilege of some sort or another does not amount to much; it is not supported by facts, and it is but another attempt to substitute words for ideas and make sophistry take the place of argument. Monopoly has no meaning apart from special privilege; if there is no special privilege there can be no monopoly. Will any one deny that there is monopoly? The plea that the laws do not discriminate, but allow any person to obtain these privileges providing he has the necessary capital, is a quibble that would do credit to an economist of the Sumner or Atkinson stripe, but it does no credit to Mr. Stuart. The fact is, that the laws *do* grant privileges to any capitalist who has the necessary capital to influence legislation, and the laws permit capitalists to obtain absolute control of vast quantities of land which they are enabled to monopolize solely by virtue of the law. Now that is the very thing we complain of;

that is the very condition we would abolish. We say that no amount of capital should be adequate to secure a privilege of any sort, and we would have our laws so adjusted as to prevent it. And the very fact that capitalists are supporting expensive lobbies in all our legislative halls for the purpose of securing land grants, tariff grants, and corporation grants of all sorts, is sufficient to prove that, without these aids, it would be an utter impossibility for capital to obtain an advantage over, and oppress labor. Combinations destructive of liberty can only be effected by a perversion of the law of liberty, the spirit of which, if not its form, is conceded to be the only thing which gives sanction to our constitution of government. My statement that men might be able to move ore in wheelbarrows at a rate of fifty cents a ton was made in another journal some time ago, while commenting on a proposition of a certain mine owner to donate the use of the mines to the starving miners, and thus permit them to mine ore on their own account as a substitute for charity. It was not a statement of fact, it was a statement of opinion. As a matter of fact, I do not know whether men could mine ore for fifty cents a ton or not, but I think they could, and I give it as my opinion that, providing the suggestion of the mine owner was carried out, the men might go in and mine enough ore to provide for their necessities and lay by something for emergencies even if they got no more than fifty cents a ton for the ore so mined. But I do know it to be a fact that this ore is mined with steam shovels at the price of twelve and one-half cents per ton and at a cost of ten cents per ton, leaving two and one-half cents per ton profit for the owner of the shovel. But I never yet saw a steam shovel working alone, and I believe it to be an impossibility for a steam shovel to plant itself in these mines and take out ore without the assistance of labor for its direction and management. And I am inclined to the belief that if these mineral deposits were freed from the incumbrance of monopoly, and all men were free to mine ore in any way they saw fit, even at fifty cents per ton, the fact would have some influence in raising the wages of those laborers who are now compelled to mine ore with steam shovels for only ten cents per ton.

I know nothing about the subjective condition of these capitalists whom I mentioned in a former article. Whether they are tender hearted individuals or whether they are not is a matter concerning which I know nothing, care nothing, nor has it the slightest connection with the purposes of this controversy. Their objective relations with the business of producing iron ore is stated, and I stated it in the form of an *economic*

fact. There are no "statistics regarding the concentration of wealth," no "census reports," no "history of strikes," nor no "testimony of every labor leader and reformer," which in any way

disprove that fact. If there are, let us have them; they will form very much better material for the construction of an economic argument than does that cheap sarcasm which proves nothing.

PERPLEXED REFORMERS.

BY JOSE GROS.

It is not a pleasant duty to have to show the wrong forms with which certain reformers apprehend truth, in its application to human developments. And yet, it is necessary that somebody should perform that duty. It is so easy to mislead most men with fine language embodying some fragments of truth blended with large chunks of error! It is easy because some men have not time enough to digest what they read. The very social conditions we are all manufacturing as we go along, make it almost impossible for the bulk of humanity to properly discriminate between truth pure and simple and a mixture of the two elements, truth and error.

The writer should have considerable experience on the subject, because he has lived all his life in the midst of perplexed reformers, perplexed because always willing to reform humanity through restrictions, and never through freedom. All such reformers are more or less socialistic in their general tendencies. All restrictions imply giving to government rights which belong to the individual, or letting government transfer to groups of individuals rights which belong to the collectivity of the nation or community for local and central government. Socialism proper is but the final expression of that wretched double tendency which has prevailed all along in the life of all nations.

Our American protective tariff is essentially socialistic. Our banking and monetary systems have always been socialistic. The money reform proposed by our populist friends is still more so. The prohibition movement is socialistic through and through. We don't doubt the good intentions of all such reformers. We simply deplore the contracted horizon into which their eyes are willing to remain; the limited fields in which their labors are forever shut up, with the inevitable result of simply suppressing an evil here by evolving another one there or later on. Because that is human history, up to our days, we regret to say.

The blindness of the average surface or perplexed reformer can be illustrated by the following recent sally of an intelligent and well-meant friend of ours. "Your single tax reform would

have allowed chattel slavery to remain supreme in the southern states." That is just the fine cantata sung by our socialistic friends to-day. "The single tax shall allow industrial slavery to remain supreme over the nation." Just as if all forms of slavery were not the result of giving to some men the absolute control of God's universe, and thus forcing most men to beg for a place where to live and work in a planet that the hands of men never made and can never unmake!

Christ, the grand fundamental reformer, attributed the perpetuation of all sin to absence of faith. Absence of faith simply means—"*refusing to apprehend fundamental social evils, and refusing to work for their suppression.*" And what can be more fundamental, in the line of social evils, than for society to directly or indirectly deny to most men free access to the elements that God, as a real Father, has created for the benefit of all men? Don't you see that then you do repudiate that Father in heaven, and his beautiful code of human brotherhood? Don't you reflect that you then literally trample upon that hosanna of glory—*Peace on earth?* And you do that in form most emphatic as long as you fail to stand for righteousness in land distribution. And you fail to do that if you say or imply that some men must play God, the Almighty, by giving them the power to control most land and thus make employment for the rest. Just as if most men, or any quantity of them, should belong to an inferior race! Just as if God could have two sets of children, a chosen set and a despised one! Is it not rather late in the season for us to cling to that old theological humbug? And all because we want our own pet one-sided reform to come first, or because we are afraid that if we go too far down in the reform business, we shall have to reform ourselves. We are even apt to suspect that reform must rest on complicated human devices, fearing that a simple one, limited to a plain acceptance of the Decalogue, may not prove to be good enough!

We now invite our readers to a rapid investigation of some of the socialistic conceptions, fears and apprehensions expounded in THE CON-

DUCTOR for April, if we limit social reform to a healthy land distribution and hence to the suppression of a legalized land robbery.

The writer of that article happens to live in a town that in the last twenty years has grown from 5,000 to over 50,000 population, and he can see nothing else on the face of the globe but that abnormal growth and similar mushroom city developments. He does not seem to realize that a cardinal abnormality shall necessarily bring out or evolve a host of incidental abnormalities, because like begets like. The basic crime of land robbery must inevitably produce, not only the unhealthy because too rapid growth of cities, but all our many other evils, among which we can place that of tramps, tenement districts, even in small towns, the drink abomination, with its infernal connections in our political system, the poverty and desolation of ninety per cent of our farmers, etc., etc. They all are but manifestations of a grand and most criminal transgression by which society fails to respect that divine command: Thou shalt not steal, viz: thou shalt not steal means equal rights to land, and so, the land values they collectively create, shall not be given away to any set of monopolists. Thou shalt not steal any of the wealth exclusively produced through individual exertions directly or indirectly applied to that eternal element—Land—with its boundless potentialities, and so thou shalt not tax what labor produces.

A simple obedience to that most important divine command, on the part of the social organization, a command which even those accept as correct who don't fancy to recognize God as a power among men, that obedience should necessarily evolve a new civilization, because different causes are bound to produce different effects. But no, our perplexed reformers cannot see that. Their minds, enveloped with their own human, petty views of life, cannot rise above the level of such and such restrictions, never into the broad perceptions of *Trust* and *Faith* in equal freedom to all, because of no privileges to anybody, and hence no monopoly anywhere, a brotherhood everywhere, as that embodied in all divine injunctions as well as in the order of creation.

Under human laws giving to all men equal rights to all land and all land values, under such laws our nation could support in plenty over 600,000,000 population, and no town or city would need to contain over 3,000 people. No abnormal concentrations of industries or commerce anywhere, no town or city booms, that curse of all unhealthy civilizations, and all because of no land monopoly anywhere, in any form or shape, and hence no capital monopoly large or

small in any section of the country. What is capital or wealth but the modification, by human labor, of the raw products taken from the planet, and returning there, after a few days, months or years, during which they have been meeting human needs?

It is both amusing and pitiful to see bright minds forever groveling in the materialistic circle of their own self-made perceptions, forever enchained to their old associations of ideas, generated by a poisoned social status, and so incapable, or unwilling, we don't know which, of realizing that the seed of righteousness in land distribution cannot fail to produce a good-sized crop of universal joy among men, since land distribution on principles of iniquity has forever resulted in floods of human sorrow and tears all around. We know that by reversing causes we reverse effects. That is not a mere theory. That is a law in this universe of ours. And it should not take much talent to see the rationale of such a natural process, if we only drop the bandage of our own infatuations.

Take now that tremendous discrepancy in land values to-day, from \$1 per acre in many southern and western rural sections of the Union up to \$14,000,000 per acre in some portions of our large cities. Well, under a healthy distribution of industries and population, because of a correct land distribution, the discrepancy between the average farm plot and the average business lot in the cities would be really insignificant. The extremes would not need to range but from, say, \$50 annual rent for the average well located farm, and not much over \$500 for any of the choice business lots. Remember that that could not happen the next day after we had established the single tax. It would take a number of years. The human blunders of sixty centuries are not going to be remedied by a few months of human wisdom. And remember also that the land rents, even if varying as little as above indicated, would be an abundance for us to meet all public expenses for a nation of 600,000,000 of population. We shall prove that if challenged so to do by some of our suspicious and skeptical friends.

Contrast now the preceding natural, logical processes, with the wild assumptions advanced by certain socialists and plutocrats (those two sets of men seem to be the greatest enemies against certain reforms), to the effect that under the single tax the poor farmer and mechanic, or the like, owning his farm or city home, would fall into nervous fits if he saw his locality increase in wealth and population, lest he is forced to abandon his land and sell his improvements for kindling wood! We advise our socialists not to

waste their tears or drop into hysterics at the contemplation of such catastrophies. The poor farmer and mechanic are the result of civilizations resting on wholesale land robbery, just the cause that would be suppressed by the law of equal rights, embodied in the single tax philosophy, in the eyes of those who want to understand it. We cannot force people to see the truth.

Our May article explains the simple process by which all honest workers would rapidly become the possessors of most of the wealth of nations, through the socialization of land values.

Look now for a moment to the growth of the flower. Does that impair the development of any of its leaves? And does any tree advance in

size at the expense of any of its branches, large or small? Well, let society be adapted to the plain order of the universe, to the natural rights of men, and every city, town and country belt shall also grow in perfect harmony with the growth of all the workers there. Why not? Do we have a set of laws for the physical universe apart from men, and another set for men apart from the universe in the midst of which they grow? That is what theologians, plutocrats, and all perplexed reformers, socialists included, would like us to believe. But we say *no*, one thousand times if necessary. And the future is ours, or rather, it belongs to those who stand for social righteousness, and hence for a healthy land distribution, respecting the *Law of Equal Rights!*

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEEBLES.

CHAPTER XI.—CONTINUED.

Christian paused, and drew from his breast a worn and tattered page of manuscript, and spread it over his knee, while he regarded it with looks of reverence. Socialist rose and threw fresh fuel on the slumbering fire, which had slowly sunk to a glowing bed of fiery embers, although it spluttered and sparkled defiantly at the darkness, and welcomed the reinforcement with loud crackles which sounded like triumphant jeers as the bright flames leaped exultantly into the air.

For a moment not a word was spoken; the two hearers waited in silence for the speaker to resume. There was no need for words on their part. There is a silence that is more expressive than words, and the narrator instinctively felt the interest taken in his account. There was an exultant ring in the voice of the speaker, and, in the firelight, his eyes shone with a new light as he said:

"This is the fountain from which sprung the living waters that has widened into the broad river of Christian civilization; and to me, it was a new revelation, a new Christ and a new doctrine. No creeds, no dogmas, no theology. All meet and center, in the one doctrine, worship the living God in purity and truth, and love your neighbor as yourself. Forms and ceremonies have perished from religion, and sincerity and inward purity have taken their places, and love and conscience form the corner stones. Here," and he held the package on high, "is the religion that must and will conquer the world, that will guide human destiny and echo in the hearts of the in-

dividuals for all ages to come after the traditions of Moses have been lost in the mazes of antiquity, and the theology of Paul has been forever forgotten."

The speaker had risen to his feet, and his form dilated with an air of indescribable majesty. His ardent words and deep earnestness roused an echo in the hearts of the two hearers, and involuntarily they had risen with him and stood watching his face. He abruptly ceased and turned away. The spell of his words died away, and the two listeners resumed their seats; but avoided the eyes of each other. Strange truth, but civilized man recoils from a display of the highest and truest emotions of the soul, and regards as weakness a display of strength. The Anglo-Saxon, like the Indian, covers his soul with an armor of surface indifference, and blushes in confusion when it is punctured by an arrow of sincerity.

"I must relate," continued Christian, "a brief account of the first discovery that gave me new light on the subject, and was the first direct proof of modern innovation.

"Shortly after Christ had given that epitome of his faith, that is known as the 'Sermon on the Mount,' and he added no new point of doctrine afterwards, his further teachings, all his after sayings, even to his well known parables only expanded and intensified what was there taught. He commissioned his disciples to go forth and preach his doctrine. They were the first missionaries of the new faith, were sent by their master and certainly were able to preach all that was essential. They were able to tell hearers all needful truth. So

ly this point needs no argument; but let us reason for a moment on what must follow.

"If a missionary goes forth at this day to make converts to the faith, what does he teach as the fundamental truths, the corner stones that support the Christian religion? The atonement for sin, the acceptance of Christ as a personal Savior; and heaven and salvation depend upon belief. Did the first missionaries preach this doctrine as the Christian religion? Impossible. Two years were to elapse before the sacrifice, nor had Christ even as yet predicted his death. Nevertheless they taught Christianity, and the Christianity of that day is the Christianity for this and all days. The message had been given and needed no additions.

"They must have taught the 'Sermon on the Mount,' and he who takes it for the foundation of his actions, as a rule for his life, needs no further revelation, needs no further knowledge of the will of God, needs no other guide on earth, needs no widening of the path to heaven.

"I cannot enter into arguments, it would be impossible to give the many other proofs that modern theology is not Christianity; but it may be proper to speak of one apparent stumbling block, and that gave me hours of doubt before I found I was fighting the old enemy—additions by other believers. The last twelve verses of the Gospel of Mark contain the theology of the orthodox faith. There the words of Jesus are in direct variance with the tenor of all his previous teachings. They directly contradict the meanings of many of his parables, make the 'Sermon on the Mount' useless and controvert his former doctrine.

"If Christ uttered these words my light was a shadow, and my new hopes were vain. It is true that there were other passages that were used to bolster and defend the modern conception of Christianity; but I had analyzed these, and thought, at least, that a different interpretation was permissible. But here the meaning was plain and unmistakable. I was in despair until I discovered that many of the best authorities had openly declared that the whole passage was an interpolation. Abbot believes them spurious, Gustave Myers, the most profound German Bible scholar, declares them false. Again, I cannot stop to argue, the proofs are open for any investigator; but accepted the evidence that the verses were written only after the compilation at Carthage in 397.

"The path became a plain one, I determined from my very soul to be a Christian and to follow the teachings of Christ, forgetting, as far as possible, the theology of the old testament, the dogmas

created by the writers of the New, and the creeds of modern innovators.

"I read to-day the Bible with delight, when I formerly studied it with dread. It contains divine truth, but the errors of humanity darken the clearness of the message; and the claim of infallibility makes humanity equal with divinity.

"The more I reflected, the more light that came from earnest search, the more apparent became the truth that this dark forest and the groaning victim within its depths was the one obstacle to the growth of the religion founded by Jesus. As long as this pathless waste covered the earth, as long as men cheated the Giant, enjoyed a pleasure ground that he constructed, kept him in chains and mocked at his sufferings, so long would Christianity remain unknown to the world, and the words of Christ echo on the tongues of men, but find no resting place in the human conscience. Is it a wonder that from the moment I first accepted the words of Christ and separated them from the teachings of the priesthood, both ancient and modern, that I determined to devote the balance of my life to exploring this wilderness and devising means for its extirpation. There is but one way to prove a Christian belief, and that is by living a Christian life; there is but one way of leading a Christian life, and that is by endeavoring to clear away the mysteries of this forest and by teaching men to render justice to the imprisoned Giant.

"Thank God, many seekers after the truth are finding this out, and instead of one Luthur there are thousands preparing to lead the great reformation that will purify Christianity from the superstitions that have dragged it in the dust for two thousand years.

"Then the forest will be cut down, and beautiful lawns and parks will replace it. The giant will be free, and love and justice will make all men equal members of one universal human family. This consummation cannot be separated from the growth of Christianity, one does not imply the other, for one depends upon the other; and taken together they mean the same thing. 'True Christianity must destroy the forest, and to destroy the forest means Christianity. I care not what he claims to believe, he who enriches himself from the labors of the Giant is not a follower of Christ. He that enjoys what the Giant has created while he watches that the chains are well fastened is not a Christian, and he that refuses to assist in clearing away this dark and noisome wilderness refuses to do the work of Christ.'

The voice of the speaker faltered from sheer weakness, he had forgotten the severe exertions of the day, had forgotten bodily fatigue; but had

spoken sustained by the deep enthusiasm of an earnest soul until physical nature abruptly said stop. He felt it impossible to continue although burning thoughts demanded utterance.

He said, simply and quietly, "If you wish we may resume this talk after we have rested."

His companions merely nodded an assent. It seemed not only useless but even a sacrilege to speak. They had listened to the inner history of an inquiring soul; the spell of a revealed conscience bound them to silence, and each felt the necessity of thought. When one—how rarely it happens—speaks from the soul and reveals the secret of the struggles of a conscience, he touches the strongest and most sacred bond that unites humanity, that vibrates to sincerity.

The three rested in silence on their blankets,

and hours passed without a word being exchanged; but when one of the expiring embers of the decaying fire burst into a blaze, it could be observed that all were yet awake, and watched the glowing coals with the semblance of deep and earnest thought.

The deep, intense silence of the forest was only broken by an occasional snap and crackle of the dying embers that seemed to come as an indignant protest against the conquering darkness. The blithesome shadows that had danced to and fro, as though to mock the solemnity of the human beings near them, became sedate and moved slowly as their outlines grew dim and faint. They seemed to hesitate, then suddenly rushed together and formed the one black, heavy shadow of night.

TO BE CONTINUED.

THE SINGLE TAX VS. SOCIALISM.

BY W. H. STUART.

My article in the March CONDUCTOR was intended to demonstrate that rent, interest and profits were the three robbers of labor; that the elimination of either one of the robbers would not affect or increase the proportion going to labor in the shape of "wages"; that wages was the least portion of the product that labor under competitive conditions would consent to receive and continue to reproduce; that, in fact, "wages" represented, not the value of the product which labor creates, but merely the necessities of the laborer. Referring to Mr. Borland's analysis of profits, I frankly admitted that the term "profits" should be eliminated in a discussion of economics, and the three factors, rent, interest and wages, only retained, because profits were really included in interest. I explained, however, that in a popular treatment of the subject, it was almost impossible to eliminate the term "profits," for in the popular conception, "interest" stands only for payment for the use of capital, i. e., loan interest, which is merely a secondary and derivative form of interest, and not interest proper at all. I therefore stated that we would understand by "rent" payment for the use of land; "interest" and "profits", all return for the use of capital without personal exertion, and "wages"; all payment for labor, physical or mental. I said:

"But here I ask the reader to note, that the share going to labor in the form of wages is not in the least affected by the manner in which the three robbers of labor, rent, interest or profits, divide the swag, the laborer's share is governed

solely and exclusively his by necessities. Eliminate rent; and interest and profits will absorb all over wages. Eliminate interest, and rent and profits will still retain all over the cost of subsistence of the laborer."

By a change in punctuation I was made guilty of tautology. My critic quite understood this; he said: "I have a suspicion that by the improper placing of the comma, the printer has made Mr. Stuart say something he didn't exactly intend to say." Notwithstanding that he was satisfied that I was made to say something not intended, he goes on to say that: "Standing as they do, the assertions exhibit in a striking manner the confusion of thought I have before alluded to, and illustrate the idiosyncrasies of logic which blind adherence to an abstract theory will force a person into." He then goes on and devotes nearly a page to a criticism of my statement, knowing at the time that the statement did not express what I intended. I do not like to characterize this style of criticism in the manner it deserves; it is to say the least ungenerous and can only be excused on the ground that Mr. Borland's efforts in economic reform are paid for by the page, and he could not afford to lose so good a chance to work in an extra page. My labor is however given free, and I dislike very much to waste both time and space in answering and explaining this style of criticism.

Let us see if we cannot get to closer quarters on this question. Mr. Borland and I are agreed that labor is entitled to the whole product it cre-

ates. He appears to be as much opposed as myself to the extraction of surplus-value from labor by capitalists, either in the form of rent of land, or interest on capital. He entirely agrees with me that under present conditions labor is a mere "commodity," governed by the same laws of supply and demand as other commodities; that in short, the price or wages of labor is governed solely and only by the numbers of laborers seeking employment, and by the standard of living that obtains, which standard will certainly be lowered if the number of laborers seeking employment continue to increase beyond the demands of the capitalists for their services. Mr. Borland denounces this system as strenuously as I do. But while I claim that nothing short of the collective ownership of the means of production—land and capital—will free labor from its degrading bondage, Mr. Borland, on the contrary, holds that the throwing open of land and natural resources by the adoption of the single tax, would make the laborer entirely free. His contention is, that if laborers had free access to land, mines, etc., that they could produce wealth for themselves, and that they would be entirely independent of the capitalists, that as a result, capitalists would be forced to compete for laborers, instead of laborers begging the capitalists for a chance to work. I have repeatedly exposed the childishness of this theory, but it appears to be impossible to force a single-taxer to discuss the arguments offered against so infantile an assumption. They remind me of the devout elder, whose belief in the Jonah and whale story was rendered easy by his conception of the whale as an animal whose mouth was large enough to allow Jonah to walk down into the "hold" without stopping, and whose internal arrangements were as roomy as a ship's cabin. In time he discovered that the whale couldn't swallow anything larger than a herring, and that there were no apartments *en suite* in his "innards." It didn't in the least affect his belief in the story, but he no longer cared to discuss the matter from an anatomical or physiological point of view. It was a "mystery," which he felt confident would be explained satisfactorily in "the future." So will the single-taxer, when pressed to explain how the man without capital is going to obtain his share of wealth under competitive conditions, evade the question. When a concrete illustration is presented, as for instance, the sugar factory at Chino, the subject is ignored, with the curt rejoinder that the beet raisers would be a lot of "blooming idiots" to keep right on "producing beets in exchange for a bare subsistence, when with free land all about them they

might elect to produce use-values for themselves instead of commodities for others." That's it. Just as easy as rolling off a log. Of course, certainly, as I have already suggested, what's the matter with every beet raiser owning his own sugar factory, a very nice one can be built for half a million of dollars or so, and thus bid defiance to the greedy capitalist(?). But such methods: "They might regulate the market supply of labor, and so the rate of wages to suit themselves instead of the capitalists. Why could they not?" That is, of course, on the assumption that workingmen are *not* "a lot of 'blooming idiots' who know no better than to keep right on producing beets for a bare subsistence, no matter what the surrounding conditions may be." Exactly, that is the point that wants elucidation, and I very earnestly suggest to Mr. Borland that its elucidation deserves as much attention at his hands, as he has given to say the criticism of a statement based on the change of a couple of commas. In the illustration I gave of the beet raiser at Chino, I want Mr. Borland to explain why the "idiots" don't demand an advance in the price of beets *now*? I may state for his information that Mr. Louis F. Post during the course of a lecture in this city stated that as a result of his investigation into the operations of the beet sugar factory at Chino, he had discovered that the factory owners had received in bounty from the government last season \$78,000 more than they had paid for the beets(?). Why were the beet raisers unable to force the factory owners to divide part of the "swag" with them? Mr. Borland will, of course, reply that being denied free access to land, they were compelled to accept the wages offered by the capitalists. Very well. I have assumed that the adoption of the single-tax will make beet sugar land absolutely free, they are now free of rent, they are just as well off at \$4.00 per ton *ceteris paribus* as they were formerly at \$4.50 per ton, why should they kick any more now than formerly? But suppose they do kick for a raise, in what better position are they to enforce their demands than formerly? If Mr. Borland admits that it will not be practicable for every beet raiser to own his own factory, then what is he to do with the beets? Must we assume that the raising of beets and their conversion into sugar will have to be given up under a single tax regime?

But Mr. Borland says, "with free land all about them, workingmen might elect to produce use-values for themselves instead of commodities for others." Admitted, now show us how they will go to work. Will some raise food while others

are making machinery to produce wealth independent of the capitalists? Very good, who will own the machinery after it is produced? A small minority as at present? Why, that is a mere continuation of the capitalist system of production, a few owning the instruments of production while the great majority accept sufficient to maintain a bare subsistence. If so, there is no use going to all that trouble, we have the capitalist system in full swing now. Or shall we assume that the workers shall own the tools of production in common, that the man who raises food while the others are producing machinery, will share in all the advantages of the saving in labor effected by the use of machinery? Well, this is socialism, pure and simple, why should we go to the slow and tedious process of making machinery unaided by capital or the modern appliances for its production, when at one-tenth the cost we could acquire possession of the present machinery of production? I have a good deal of sympathy with my friend, the devout elder. His religious superstitions were ground into him in his youth, and it is hard for him to get the idea out of his mind that there is something wicked in doubting the Jonah and whale story. But there is no excuse for economic superstitions, and a man who will hold on to a theory which he finds impossible to defend, and to ignore arguments that make his theory ridiculous, is a mental slave. Religious superstitions are pardonable, economic superstitions are contemptible.

Ninety-nine per cent of single-taxers are totally ignorant of economics outside of the few borrowed platitudes found in "Progress and Poverty." Even Louis F. Post, the official national lecturer of the single-tax league, was not ashamed to stand up before a Los Angeles audience a few nights ago, and define "capital" as "unfinished things," and defend "interest" as the "wages" of capital(?). But Mr. Borland has the advantage, not possessed by perhaps five other single-taxers in the United States, of having read "Capital," by Karl Marx. He is therefore familiar with the reputation of the sycophantic apologist's arguments, used to defend labor exploitation. He knows what surplus-value is, and presumably sees through the sophistries by which it is defended. Therefore, we expect something better from him than, for instance, his assertion: "The exploitation of the laborer is immanent in the present property relation, but it is not, as socialists contend, necessarily immanent in the capitalist mode of production." I challenge him to the proof, and assert on the contrary, that under a strict enforcement of present laws of taxation in this country, labor exploitation as the re-

sult of private ownership of land would be insignificant, and as compared with the exploitation of labor effected by the private ownership of the machinery of production, would not represent more than five per cent of the total exploitation. The enforcement of present laws relating to taxation of land, would make it impossible to hold out of use hardly any land not needed for immediate use. This would have the effect of reducing economic rent to a fraction of that now absorbed by the land owning class, and reduce the surplus-value absorbed in the shape of rent to an insignificant proportion of the total. We could let private landholding continue for fifty years to come without affecting us very materially. Mr. Borland asks, in support of his theory,—that exploitation of labor is only immanent in private ownership of land,—"are not all the facts of history against it?" To which I reply that he can not quote the facts of ancient history to make good an assertion regarding economic conditions under a capitalist mode of production. This system is hardly a century old, and has developed laws of its own. Before the capitalist era set in, the artisan owned the tools of his trade. The cloth weaver, for instance, bought his wool from the farmer, wove it himself, and sold it direct to his customers, but the invention of the power-loom divorced the weaver from his tools, he became the slave of the owner of the huge factory, with its power looms propelled by steam power. Formerly, a shoemaker owned the tools on the bench by his side, he made every part of the shoe. Under the capitalist mode of production it requires sixty men to make a pair of shoes. It requires a huge factory supplied with costly machinery, and a large capital to carry on the business successfully. Under such conditions the weaver and the shoemaker are forced to accept, as their share of the product, merely sufficient for a bare subsistence. To contend that if they had access to natural resources they would be quite independent of the capitalists, is mere idiocy. What the weaver and the shoemaker need to make them free men is ownership of the tools of their trade, but as the tools have completely changed, and can no longer be controlled by individual workers in the old isolated manner, it follows therefore, that they must be owned in common. This is the only possible alternative. Either private ownership in the hands of a useless, non-producing class, or common ownership in the hands of the actual workers and producers, which is socialism.

Mr. Borland endorses my statement that, "wages is governed exclusively by the supply of laborers seeking employment," and then adds: "Then of course, the assertion that 'the elimina-

tion of the private ownership of these mines and lumber industries would not affect the wages of the laborers,' is meant to imply that such a proceeding would not decrease the relative supply of laborers seeking employment." Yes, that's the implication exactly. Mr. B. continues: "Now, I do not believe it is necessary to go into any specific argument to show the fallacy, the utter absurdity of that assertion." On the contrary, I assure Mr. B. nothing is more necessary for him than to "show the utter absurdity of that assertion." He says: "It is a little bit singular that capitalists go to so much trouble and expense, bringing all the powers of government to their aid and entering into a good many shady transactions, to obtain ownership of those natural resources, if such ownership gives them no power to control the supply of laborers seeking employment." Nothing singular about it at all. Capitalists, when they go to the trouble and expense to acquire possession of natural resources, are not bothering their heads at all about controlling "the supply of laborers." What they are after is to get possession of natural resources to the exclusion of other capitalists. Labor is nothing to them until they are in possession of those natural resources, then they are in condition to absorb surplus value that would otherwise be absorbed by other capitalists.

But as far as the man without capital is concerned, it is a matter of no importance to him whose hands the natural resources, say mines, for instance, are in, whether owned by the government or by private capitalists. The mines under either condition can only be worked profitably by the employment of large capital, and the man without capital will be able to make more by accepting the subsistence wage offered by the capitalist, then by applying his labor direct to the land in getting out ore, or coal, or iron, or timber, or wheat, or any other product in competition with his capitalist competitor. And, "I believe the exercise of just the least bit of common sense will enable" even a single taxer to understand this.

Thirty years ago every average farmer on 160 acres of land could produce nearly the same, all were on a substantial equality in cost of production. This is now entirely changed. The "bonanza" farm of thousands of acres, supplied with costly labor-saving machinery, can produce the staple cereals at one-third the cost of the small farmer. It is only a question of a few years before all agriculture is controlled as effectually by capitalists as other industries are now controlled. Small isolated production is doomed. It is either large production carried on for the exclusive benefit of

a constantly diminishing minority of non-producing capitalists, or large production in the interests of the actual producers,—of the whole people, in a word, the elimination of the useless capitalist, and the adoption of a co-operative system of production and distribution, which is again, socialism.

The adoption of the single-tax would not in the slightest degree affect this inevitable tendency towards large production, and the consequent elimination of the small producer. The introduction of machinery, controlled by a small class, continually works towards the displacement of labor, every year less labor is required to carry on industry, in proportion to the population. Men are becoming unnecessary to the capitalists, and having nothing to do, and no hope for the future, they are marching "on to Washington," asking, that as the capitalists have no need of their services, that the government will provide them with the means of making a living by putting them to work supplying each other's wants. And, their demands are just. If the capitalists who control the industrial system of this country are unable to supply their slaves with a subsistence, its about time for the government to step in and do what the capitalists are unwilling or unable to do. "The tools to the toilers, the produce to the producers," is the demand of socialism. No one but a thief can oppose so just a claim.

In the May CONDUCTOR Mr. Borland states the whole theory of socialism when he declares: "Whenever, by any means, persons are compelled to deliver up to others any portion of their legitimate property without their full and free consent, or when they are compelled to deliver up property or exercise labor for the benefit of others without receiving a complete equivalent therefor, they are the victims of robbery, no matter what name may be applied to the fruits of such robbery, or under what legal sanctions or process the robbery may be conducted. The essence of robbery consists in taking without an equivalent." Nothing could have better expressed the ethics of socialism. It is evident, therefore, that the man who is able to exist in any manner upon the labor of others is a robber and a parasite. The ethics of socialism demands that everyone shall earn his own living by doing something towards the actual production of wealth.

In the bright lexicon of socialism there are no such words as landlord, lendlord, or profit monger. They are robbers who live on the labors of others. They take from labor without giving an equivalent. Individualism has developed this system of exploitation. It has enabled the crafty, cunning, strong and unscrupulous few to apply

the brutal doctrine of the survival of the fittest, which lowers humanity to the level of the brute. The principle of competition is simply the application of the brutal law of the survival—not the highest and best humanely considered,—but the strongest and most cunning. While, therefore, competition continues to be the ruling factor in our industrial system, the highest and noblest development of the individual will be checked, the loftiest aims and ideals of humanity cannot be realized. We therefore, as Mr. Borland truly states, "denounce individualism." But let no one confound "individualism" with "individuality." The latter, under socialism, will, for the first time in the history of the race, have full sway, be fostered and encouraged to the utmost. Socialism will enable the individual to grow, expand and develop all his latent powers of mind and genius. What may we not expect from a whole nation of educated people, who saved from the competitive struggle for the bare necessities of the physical nature, can devote their time to the moral, intellectual and physical development and upbuilding of the race!

Mr. Borland shows clearly how, under present conditions, by the use of money payments, the exploitation of the laborer is hidden from his view. "The laborer receives the price of his labor in money, and the fact that he may reproduce this price by but five hours labor, while he actually works during ten or more hours for the benefit of the capitalist, is concealed by the appearance of equivalence which the money form of value establishes between his labor commodity and the price he receives for it." Mr. Borland goes on to say how impossible it will be, under socialism, to conceal the relation existing between the laborer and his product. The value of every commodity will be governed exclusively by the amount of labor-time expended in its production.

He is quite sure that under socialism the laborer will "instantly detect any irregularities tending to deprive him of the full product of his labor, and whatever the necessities of the socialist state, that natural spirit of resistance to robbery will assert itself whenever it shall appear to him, rightly or wrongly, that such irregularities exist." It is quite refreshing to find that so doughty a critic, credits socialists with spirit enough to resist injustice or oppression. I have a faint impression that they were credited with so poor a spirit, that they didn't have sense enough to make provision for a rainy day, that they helplessly depended on the "government" to "come forward and make up the deficiency." Indeed, the implication was that they would expect the "government" to take them in "out of the wet" when

it rained. But here is a critic who not only admits, but insists that socialists will actually resist injustice! However, he sees in this spirit, the death knell of altruism. He fears that spirit of selfishness will interfere with the maintaining of a purely altruistic commonwealth. Shouldn't be at all surprised if it did. But who is proposing to start an "altruistic commonwealth." Certainly not socialists. They propose to start a commonwealth where the altruistic sentiments will have free play. Under the present individualistic system of competition, the altruistic feelings are repressed, because it is incompatible with free competition, which compels every one to look after himself, and let the devil take the hindmost. Only selfishness "pays" now. Men reserve the exercise of their altruistic feelings for the family circle, outside of that charmed circle is bitter and relentless war. "Business," not "sentiment," is what governs. Now, socialists contend that this system of warfare is foolish from a strictly selfish point of view; they show that men now waste more by battle and cross purpose than they create, that the present system is characterized by planlessness, industrial anarchy, enormous waste of labor and capital, the result of the application of the savage and brutal principle of competition into our social and industrial system. Socialists contend that all this is foolish; they propose to substitute for this idiotic system of production, a system that will appeal to enlightened selfishness. They claim there is not a man, woman or child in America who would not be benefited, from a strictly selfish point of view, by the adoption of socialism. Even now the wealthy millionaires are in daily fear of the bomb of the anarchist, and in France are purchasing safety by bribes. For the poor, of course, it would be a change from the horrors of hell to paradise.

Under socialism, fraternal co-operation in production will enable us with one-fourth the present labor, to produce wealth more abundantly than our capacity to consume. Besides, the conditions of labor will tend as strongly to stimulate fraternal sentiments and affectionate relations among the workers, as the present relations tend to repress them. Under the new *regime*, altruism will "pay." Speaking for myself, I may say that I consider an enlightened selfishness the only possible basis for permanent human conduct and action. I am an altruist for selfish reasons, if I may be allowed the paradox.

Mr. Borland fears trouble will ensue in the socialist state when they come to fixing the hours of work according to the arduousness or otherwise of the various employments, and by the

way, he calls this method of apportioning work a "concession to individualism" (?) He taunts us with pouring forth the vials of our wrath against the iniquitous individualistic law of "supply and demand," and yet forced to accept it in our social organization! This is too delicious "for any use," as the girls say. The law of "supply and demand" that "socialists denounce," and which is the inevitable result of individualism, is when applied to labor as a "commodity." In regard to all other commodities, the socialists regard the law of supply and demand as other people do, and under socialism it will be in full operation. The man who believes that labor should be treated as a "commodity," subject to the law of "supply and demand," is an ignoramus and an imbecile.

Mr. B. fears a cloth worker who had to work ten hours, while an iron worker labored only two, would be dissatisfied. Well, that depends. Providing that is the just and proper ratio between the two kinds of labor, there is not the slightest reason why there should be any dissatisfaction, on the supposition, of course, that the workmen are not all "blooming idiots," to adopt Bro. B's nomenclature. Says Mr. B.: "Here will be an occasion for the exhibition of deadly strife and competition between the divers sets of workers throughout the socialistic state." It comes, of course, natural for an individualist to have a low and degrading opinion of humanity, but I am glad to say socialists do not share such views. They hold that men are naturally justice-loving, humane, generous, where the conditions permit the exercise of these qualities. Socialism will provide such conditions.

Mr. B. need not assume that socialists are under the necessity of injury that the "good of the entire social body would be so paramount that socialists would prefer to suffer injustice and acquiesce in the disproportion established between various occupations." I can assure him they will acquiesce in no injustice. They will, on the contrary, see that equal and exact justice is done to all. When Mr. Borland contends that workers will try to decrease their hours of labor at the expense of other workers, and "will resist" any efforts towards equalization from the influx of other workers, he is indulging in pessimistic drivel that discredits his intelligence. But Mr. B. not merely holds that workers will be dissatisfied with any disproportion in the hours of labor, but he contends they will be justified in being dissatisfied. He holds that all should work the same number of hours no matter what differences may be in the arduousness or disagreeableness of the various occupations. That, at least, is the

implication. He ridicules the nationalists' proposition to vary the hours of labor according to arduousness or otherwise of the labor. "And this," says he, "is what the nationalists denominate equality! This is what they want us to believe represents entire absence of exploitation!" If, for instance, two hours was considered a day's labor in a coal mine, and six hours a day's labor for a clerk in a department, Mr. B. would claim that the clerk was robbed of the value of four hours' labor (?) Here's richness for you! But this is not all, he is horror struck at the injustice of forcing men and women over twenty-one to work for those under age, and when the former reach the age of forty-five and quit work while the young crowd take their places, he is still more horror struck, he gets hysterical and yells, robbery! To a "blooming" socialist it looks entirely fair that those whose occupations are the most disagreeable and laborious should work fewer hours than those whose occupations were light and agreeable. They also consider it perfectly fair that those who have done no labor up to their twenty-first year should be willing to relieve those who provided them with an education and sustenance during their adolescence. Not so our "blooming" individualist, he calls it robbery and exploitation of labor, he laughs hysterically, and asks if this is "what nationalists call equality!" Says he: "I can see but little difference between compelling one to support others in idleness, by requiring payments of rent and interest for the privilege of living upon the earth, and requiring him to support others in idleness by forcing him to become a soldier in Mr. Bellamy's army" (?) Here I desire to warn the reader that he will do Mr. Borland great injustice in supposing for a moment that he is such a "blooming idiot" as to believe such rubbish, rather should the reader consider the exigencies I have suggested in connection with a couple of misplaced commas, as a better explanation for Mr. Borland's remarkable polemic.

Mr. B. asks: "Would socialism destroy rent, interest and profits?" He is quite certain it would do nothing of the kind. For instance, he supposes a citizen in the socialist state who invests his surplus income in wheat, and holds it until a bad crop occurs, and then sells at a profit.

Now, I see no reason why the citizen should not invest his surplus income in wheat, *providing he can purchase it*. It will be the duty of the state to see that sufficient cereals are accumulated to guard against any possible failure of crops. Say a supply is kept sufficient to last from three to five years. All above that quantity,

and for export purposes, may be sold to citizens of a speculative turn of mind, why not? Now, unless there are two to five bad harvests in succession, it will not in the slightest degree affect the price of grain. Say our citizen paid fifty cents a bushel for his wheat, he might easily hold it fifty years before getting an advance, and even then, the government might decide to import wheat in preference to encouraging profit mongering. No, I don't think Henry George's friend, "Old Hutch," will be able to get up any "corners" in wheat in the co-operative commonwealth. Mr. B. is equally certain that interest on loans would persist under socialism. He supposes the case of a spendthrift who squandered his income, and for the purpose of making "a raise" borrowed the labor notes of a more "thrifty" citizen, giving his note in payment. On the supposition that labor notes were transferable, I see no reason why he shouldn't, nor do I see why the transaction "should be allowed only on the distinct understanding that there was to be no payment of interest." On the contrary, let the note call for ten per cent a month interest, if so agreed, and let the borrower pay it if he wants to. But mark this, it will be no part of the functions of a socialist administration to enforce contracts between private citizens. Socialists are going to reduce the coercive powers of the state government to the minimum. No such interference with private rights as are now practiced will be permitted. Ninety per cent of present laws will become obsolete, including all laws for the collection of debts and enforcement of private contracts. The socialist state will protect life and property, but it will not interfere in the private affairs of its citizens. Transactions between

citizens will be "on honor." Let it also be remembered that even if it were possible for a man to live by exploiting his neighbors, it would be perfectly well understood that he was a thief, he would be socially ostracized, and become a pariah and an outcast.

Under such conditions we may safely conclude that the occupation of the shylock and the exploiter, will, like Othello's, be gone, under socialism.

I cannot conclude this paper without recording my belief that the objections offered against socialism, which I have just considered and replied to, are, without exception, the most childish and frivolous I have ever had advanced. The stock arguments usually offered, he does not advance, apparently being satisfied of their weakness. But in lieu of objections as such able critics of socialism as Schaeffle raises, he offers objections that would discredit the intelligence of a fifteen year old school boy. Yet, I make it a point to answer all objections that are offered, as I desire to set an example to my single-tax opponents, who are usually shifty and evasive in regard to arguments offered against their theory.

Will Mr. Borland permit me to say that he is guilty of gross and inexcusable ignorance in quoting Schaeffle as "an eminent socialist." On the contrary, he is a critic of socialism. He is sometimes called a "katheder socialist" or "socialist of the chair," but he is actually the author of a book going to prove that a social democracy is impossible!

I shall next expect him to quote the brilliant epigrams and paradoxes of P. J. Proudhon as another "eminent socialist."

I shall have to defer some remarks I intended to make regarding the single-tax in New Zealand to a future paper.

OUR NEW YORK LETTER.

Reviewing current events gets to be gruesome work as the months go by and times get no better. It is really not unnatural that they should be so, for although it is the fashion to prophesy an immediate rebound in industry after the worst of a crisis has passed, as a matter of fact, the process of recovery is invariably a painfully slow one. All the same, it is none the less disagreeable, and one cannot help a feeling of uneasiness at the constantly recurring disturbances so long after matters seemed as if they ought to have been on the mend. The best advertised symptom of social disorder, the Coxey demonstration, is the one of least serious im-

port, and it is a satisfaction to see it dwindling so from any real consequence whatever. It could do no good and its harm now chiefly lies in the side light of ridicule which it casts on genuine distress and honest protest against evil conditions. When a body of men who have arrogated to themselves the title to represent the oppressed masses of the American people, with however little authority, only make of themselves an absurd form of public nuisance, with just a shade of suspicion that their leader is shrewd enough to make his scheme for grasping at notoriety, one which will earn him enough money to at all events reimburse him; it makes it all the

harder to open the minds and consciences of the unthinking to the dangers which confront our civilization—all the easier for those who from interest or stupidity are fighting any and all efforts to lift the burdens from our people, to confuse the issue. The diversion of public attention has very probably greatly fortified our disgraceful senate in its shameful procrastination and scramble for what was to be made out of the public necessity.

For the senate's delay in disposing of the tariff question—a delay which from whatever standpoint you view it, cannot but have helped to prolong the general distrust—the blame is not altogether to be laid at the door of the republicans or their avowedly protectionist allies in the democratic camp. The original responsibility rests with those democratic senators who could not lay aside their insistence on having a hand in legislation, and who must needs tinker the bill out of shape, instead of bringing it to the point of a vote as it came to them from the house. It is the house which represents the people, and through it the people had spoken and the personal vanity of touching up the bill with personal ideas had no right to stand in the way of the people's mandate—be it right or wrong. That is a lesson which most statesmen need to learn, but most especially those whose sense of importance has been inflated by advancement to that body which, where it is not an alliance for sordid grinding of private axes, is little more than a block to all useful public action.

Business men here talk a great deal about the waiting conditions of things pending the uncertainty of what sort of action will be taken on the tariff; to which, as an immediate cause, nearly everyone you meet is disposed to attribute the slowness of trade; but bad as the senate's behavior is and scandalous as is much of its motive, it is an open question whether its effect is not overestimated just as it was found that the influence of currency uncertainty was exaggerated a year ago. Trade is far more probably suffering from the strangulation imposed upon it by our evil system of taxation, the culmination of which came in 1893, and from which it is naturally hard to recover even to the state of semi-prosperity that existed six or eight years ago. Certainly, uncertainty has had little to do with bringing about the trouble in the coal industry, from which the mine owners are actually profiting while the mine workers are suffering. Right in the midst of the news of savage rioting in the bituminous coal fields, by the way, comes the regularly recurring collapse of the Reading gamble to remind us of the war that Frank Gowen

waged with the Molly Maguires in the anthracite district, now almost a generation ago. We were new to labor troubles then, for the policy of protecting American labor had not had time to reduce American laborers as near to slavery as they have now got; and to the public mind there seemed something so horrible in the stories of violence that came down from the Pennsylvania mountains, that Gowen was everywhere looked upon as a brave knight, fighting in the interest of public security. Yet, as we look back upon him in the light of subsequent events, he has come to be regarded as a conscienceless and reckless railroad wrecker, the legacy of whose deeds has been the hopeless ruin of a magnificent property. If there is anything in the belief that retribution follows upon evil deeds, it is hard to resist the thought that to whatever evil passions the dreaded *Mollies* were aroused, the heavier crime may have rested upon the other side in the battle.

The fact is, that we are gradually rearing up a race of wild beasts, in whose evolution the law of compensation can most distinctly be seen. The passengers on the pleasure coach running between New York and Philadelphia recently had an unpleasant illustration of this, such as rarely, doubtless, has come into their comfortable lives; and so unprovoked was it by any immediate action on their part that they could hardly be blamed for not seeing the other side. Any more harmless way of enjoying wealth could hardly be suggested than this trip through fine country in the glorious spring weather, on top of a well appointed coach, drawn by a spanking team of horses; but some of the wild beasts in Jersey City whose own chances for enjoyment had been so narrowed by the very conditions that contribute to the wealth of the coaching parties, in a spirit of pure hoodlumism, undertook to regularly mob the vehicle on its way through the slums in which they are crowded, instead of standing by to enjoy the pretty sight. It is a queer kind of tendency that calls forth an unprovoked assault like this, and must excite indignation in people who are fortunate enough to have inherited more civilized feelings; but yet it is indicative only of the forces which are driving the classes of our people apart, and destroying the old Americanism which gloried in equal justice and toleration—because there was equal opportunity.

Local politics in New York have been agitated at a great rate recently, as the result of a somewhat variegated collection of reform and independent movements in both parties, to which quite a stimulus has been given by Croker's retirement from the active leadership of Tammany

Concerning this latter event, a most prodigious amount of rubbish has been ventilated, the manufacturers of a good deal of which were sadly disappointed when the withdrawal turned out to be a genuine one; but promptly evolved the theory that he had been forced out. Between this and an equally probable theory that he was fleeing from the ridiculous thunders of Parkhurst and the attacks at this fall's elections of the as yet inchoate opposition to Tammany, the anti-Tammany papers have been vacillating; when he perfectly plain explanation was in sight that, having accumulated a comfortable fortune and scored an unbroken record of success in politics, Croker has very naturally decided to take a turn at amusing himself. In looking back at his career there is really a good deal to admire; for while no one can call his political ideals high ones, they at least, have been straight forward and consistent; and though when he undertook to pose on national issues, he showed himself almost as ignorant as many of our prominent bankers and society leaders, in his own chosen field he has certainly been a master of the art of so marshalling men as to retain the genuine confidence of a large majority of our citizens. There is no hypocrisy, at least, in the methods of handling New York city politics, as a business organization which contracts for the job of administering municipal affairs avowedly for all that can be made out of it; and while the manner of compensating the engineers of the machinery—really by turning over to them a percentage of the assessments levied upon the politically ambitious—is covered up with a good deal of secrecy, this is only a concession to a false idea of morality, since there is no reason why such services should not be handsomely and openly paid for.

Next to politics our chief sensation of late has been the execution by strictly scientific means, of Tip, one of the elephants in Central Park menagerie, who had become dangerous, as elephants sometimes will do. Mawkishness came to the front in this case, as usual, and pleaded for his life as if it were not as necessary to take it as that of a mad dog; but one very happy idea was brought out in the discussion—that there is a distinct element of cruelty in keeping menagerie animals cooped up in cages, instead of so contriving their quarters that they might be surrounded with some of the conditions of woodland life to which they belong. We are learning so rapidly the lesson in all things except the way that we treat human beings, that nature is the best model for us to follow, that it seems strange we have not yet modified our menagerie regulations to conform in some measure to her laws. It would be asking too much, no doubt, to expect that we should shortly get to the point of progress where policemen would refrain from invoking the majesty of the law against unfortunate urchins who attempt to play base ball on Sunday, or where coal miners out of work while tenement house dwellers are suffering for fuel, might be permitted to employ their labor in the idle mines lying in sight of them, without paying toll to millionaire owners. But the dumb creation have plenty of wealthy and influential friends, whose lack of interest in pauperized men and women is well balanced by their indignation in behalf of an overworked horse or a starving cat; and it is strange that they do not come more readily to relief of the imprisoned monkeys and tigers and see that they have more room in which to stretch their limbs and incidentally afford more useful education in natural history to the spectators, to amuse and interest whom they are in confinement.

EDW. J. SHRIVER.

By the Wayside

Notwithstanding the rustle and strife for wealth, a little sentiment manages to filter through the crust of worldliness occasionally; enough to prove that all the romance has not died out of our lives; that deep down in our hearts, buried, perhaps, beneath the debris of a busy life, there is something truer, finer than the love of money.

A few days ago, in one of the humblest of humble cottages, a young girl lay dead. One of those homeless, friendless waifs that are drifted hither and thither by adverse circumstances, till they drift into the grave, or something worse. Kindly hands had made her decent for the grave, —a pauper's grave,—but there were no flowers,

nothing to indicate the "last lingering touch of loving fingers."

A few of the "ragged edge" of humanity had gathered for a last look. The undertaker, screw-driver in hand, stood ready to close the coffin lid, when two rough laboringmen passing by paused for a moment, then joined the little group. One of them carried a cluster of wild flowers. Standing with uncovered head and reverent air beside the coffin, gently and tenderly he laid them upon the lifeless breast, then silently withdrew. That was nothing!

Well, perhaps it was nothing; but some day we shall hear it sung in the grand chorus of the "music of the spheres," some day, when we have passed "over the border," we shall see those simple flowers blooming in immortality.

JOSEPHINE BRINKERHOFF.



EDITORIAL

Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

E. E. CLARK, EDITOR-IN-CHIEF

THE NEW YORK MEETING.

While the meeting was not as largely attended as had been predicted by the most sanguine, there were in attendance a large number of earnest members and delegates. There were present 175 regularly appointed delegates and a large number of other members.

While the meeting was generally spoken of as a convention it was in reality simply a union meeting. Matters of far-reaching and vital importance were exhaustively discussed and intelligently passed upon. The platform of general principles which was adopted gives a good general idea of the more important matters considered. It is to be hoped that the move set on foot at this meeting will be helped along and that the convictions of those who participated will force themselves upon others until the highest possible degree of good has been accomplished by united, consistent action. The salient points of the platform are:

Our purposes and principles are to afford safety and comfort to the traveling public, and loyal and faithful service to our employers. We demand compensation consistent with such services.

To make a study of all questions affecting conditions of employment, and if possible to agree upon a line of action through which to secure favorable and proper legislation at the hands of state and national legislative bodies.

The employes of the operating departments of railroads have the interests of the public in charge to a greater degree, perhaps, than any other class of workingmen, and the public should show a greater interest in promoting their general welfare, affording greater security to life and limb and a full protection in the vested rights of citizenship.

While we recognize that the peculiar relations of the railway to the public make us in a degree quasi public servants, we deny that such relations in any way abridge our privileges as citizens or rights as workingmen. The decisions recently rendered by federal judges disclose a condition of affairs which invites the closest attention of legis-

lators and calls for the exercise of broad and true statesmanship.

We strongly condemn the action of Judge Jenkins in issuing the oppressive and un-American writs which have emanated from his court, and heartily applaud and approve the straightforward and fearless manner in which the committee on judiciary of the house of representatives have laid bare such flagrant abuses of the powers and privileges of a court of equity. We view with intense satisfaction the consistent manner in which Judges Caldwell and Riner have given to labor organizations just and proper recognition in the courts.

The time has arrived when organized labor should apply a power which has long lain dormant, by discarding entirely politics and party affiliations and by action at the ballot-box, and upon legislative lines exert an influence that will be felt.

We favor the selection of Railway Commissioners in the different states by a direct vote of the people.

We favor a thorough organization of legislative committees chosen from the ranks of organized labor in every state through state committees of a national legislative board. We favor the enactment of laws affording railway employes Sunday rest so far as consistent with the imperative demands of the people.

We favor the settlement of differences by arbitration; and adequate protection to the employes against personal injury caused by negligence on the part of co-employees or from defective road or equipment.

We heartily endorse the idea of a thorough understanding between all labor organizations reached by sending representatives to labor bodies and assemblies wherever convened.

We favor the establishment of a daily newspaper devoted to the interests of organized labor.

We recommend complete recognition of union labels and the exclusive use of goods bearing the same by all friends and members of organized labor.

A standing committee to further the plans for organizing legislative committees was appointed. It was made up of C. E. Weisz, L. O. Gillette.

C. A. Wilsoo, V. Fitzpatrick, B. C. Abrams, M. F. Farrell, and Paul Switzer.

The meeting was addressed in a highly appreciated manner by Samuel Gompers, President of the American Federation of Labor. Among other things Mr. Gompers said: "Cling to your old Brotherhoods as you do to your faith in God; protect them as you would the mother who bore you. They have proven a bulwark of strength; their principles have been tried and not found wanting. Preserve the individuality of each organization as representative of a class of toilers, and build up such relations between the organizations as will insure perfect harmony and will bring the assistance of the whole labor world to each or any class in consistent ways when needed. Any other plan which may be presented and the beauties of which are glowingly pictured, though prosperous for a time, but lulls labor into a dream of fancied security from which the awakening must be most disappointing."

Mr. Daniel Harris, of the Cigar Maker's Union, also addressed the meeting.

THE CONDUCTOR will, at some future time, devote some space to a showing of how labor unions can render to each other assistance of inestimable value, although their interests may seem to be in no way identical.

One of the interesting features of the convention was the public meeting held April 27th. In addressing this gathering Grand Chief Conductor Clark, who was chairman of the convention, said:

CHAIRMAN CLARK'S ADDRESS.

In undertaking to speak to you on the relations which these organizations bear to the public and to the employers of our members, I feel very much as did the colored gentleman who opened an address on the tariff question by saying, "Ladies and gentlemen, you do not know anything about this subject. Neither do I, and that is why I am going to explain it to you."

Six thousand years ago the edict went forth. "In the sweat of thy face thou shalt eat bread." To the average human being those words mean, work or starve. If divine power had invested us with, or if the mind of man had been able to conceive of, some plan by which that edict could have been enforced upon and against each member of the human family, then had the question of master and servant; employer and employe; labor and capital; unionism and non-unionism, been settled even before it became known. If none could eat bread except in the sweat of his face, we would have none of that class "Who toil not neither do they spin."

The history of the world furnishes from the earliest days an unbroken record of oppression of one class by another and repeated rebellions of one kind or another. Slavery in some form has always existed, and the best efforts of head and hand on the part of the civilized world have been

put forth in the interests of its suppression. The children of Israel were held for years in bondage by Pharaoh and hardships and indignities without number and almost without parallel were imposed upon them. If the individual murmured, his task was made harder and his burdens heavier, or he heard the crack and felt the sting of the man driver's lash. At last the oppression became unbearable, life under those conditions was no longer of value the worm turned, and fully realizing the impotency of individual action or complaint, they decided to act together, and as one man they refused to make bricks without straw. Pharaoh found that the old methods would no longer suffice, and he was obliged to yield and grant the demand for straw. There and then was recorded the first victory for organized labor, and from that time dates a determination on the part of the working classes to improve in some way their condition, a determination which has been relentlessly pursued through all the varying fortunes and conditions of the world; a determination which has been handed down from father to son; a determination which each succeeding generation has done something toward carrying out; a determination at the altar of which great sacrifices have been made and one which the present generation have made a part of their very being, and in pursuit of which they have never lagged. The present generation have solved many of the problems, have loosened many of the knots, have performed and are performing, nobly, their part, and will bequeath to their children the completion of the work, if unable to hand it down completed.

It would be very interesting to follow this question step by step down the pages of history, but we must hasten on. The relations between the master and servant or of the masses being ruled by the classes was agitated and contested urged and resisted from the days of the bondage of the Israelites until it burned so fiercely that it kindled and fed the fires and passions of the French commune. This revolution was accompanied by many scenes of needless and wanton destruction of life and property, and while we, of course, do not undertake to excuse vandalism, we do not forget and it cannot be denied that there were engaged in that conflict thousands of upright men who were honestly striving to better their condition, honestly battling for their rights, whose zeal in the cause was such as to render them willing to risk or even lose their lives, while deeds as heroic were performed and sacrifices as noble were made as can be boasted in any cause. The fact that war is always accompanied by scenes of horror and cruelty is no argument against the cause in support of which the war is declared or waged.

Again putting on our "seven league boots" we stride down the halls of time, to the present. We find the same old question occupying a prominent place and attracting attention and thought in a degree second to very few of the matters which occupy the minds of the people. In fact we find it the burning issue of the day. We find the old "Master" in the form of corporate capital and the old "Servant" in the form of organized labor.

In what I shall say of labor organizations I wish it understood that in speaking of such organizations

I mean good organizations, just as in speaking of corporate capital I mean capital composed of good money.

Capital forms itself into corporations and combinations for the purpose of accomplishing things and securing gains which cannot be accomplished or secured by the segregated capital. Labor forms itself into organizations or societies for the purpose of accomplishing things and securing compensation (or gain) which cannot be accomplished by the individuals acting each for himself. Not much difference in the objects sought or in the manner of preparing to enter upon the effort, is there?

Capital, after operating in several corporations, for a time, forms itself into a larger combination or trust for the purpose of absolutely controlling the output or manufacture of a certain article and by that means of fixing its price at a point satisfactory to them.

Labor seeks by organizing into societies, each composed of a class of workers, to form a trust which would give them in a measure, control of the conditions under which that class shall labor and the compensation which they shall receive.

Not very much difference between the two yet, except that, selfishness which is a component part of man and which dominates far too many, unfortunately helps to make the capitalistic trust stronger and more cohesive, while it has an opposite effect upon the labor trust.

Combined capital seeks by virtue of such combination to add dollars to the large number already accumulated, for no other purpose than to gain strength and influence and to pile up wealth far beyond that amount which can be either judiciously used for good or enjoyed. Combined labor, by virtue of such combination, seeks to secure to the workman his fair and just hire, thereby affording him opportunity under the exercise of economy, to make for himself a little home, to surround his loved ones with the comforts of life and give to his children the benefits of civilization and education, fitting them to wear with credit the garb of citizenship and to exercise intelligently the right of franchise.

Go ask the one who has made a study of our political structure; go ask the members of the legislative or judiciary branches of our government; go ask the clergy, go ask of whom you will, what is the strongest factor of strength in a republican form of government? What, more than anything else, acts as a foundation and pillar under the republic? As one man, they will answer, the home. The home, with its sacred influences for good; the home, which is a lighthouse for the weary mariner on the sea of life; the home which every man feels is his castle and which he is ever ready to defend even with his life, is a possession which inspires men to more noble efforts and achievements, to braver deeds and grander sacrifices, than any other influence which can possibly be brought to bear upon him. That home is his shrine wherein he worships at the feet of her whom he has crowned his queen, while the little ones join him in doing homage before her throne. Upon the altar of that shrine, he cheerfully lays the proceeds of his toil, and so long as that toil brings comfort to that home, contentment reigns and his employer,

his country and his God have a willing servant and a loyal subject.

Oblige that same man to work for a pittance which will afford him and his neither home nor comforts and everything that is good in his nature will become dulled while all that is rebellious and gross will come to the surface. The interests of the employer, his country and of christianity and humanity will have suffered.

Nature, be it human or inanimate is much the same. If in the properly tilled soil of mother earth, or in the mind of one of her inhabitants good seed be sown and properly cultivated, abundant harvest of good will be the reward. Neglect that soil, withhold the good seed and the cultivation and the reward will be a rank growth of noxious weeds and poisonous vines to sting and poison the innocent and unwary.

The advocates of low wages—be they whom they may—assail the best interests and perpetuity of our republic. The home is the foundation stone upon which rests our grand triumphal arch of government. Has it ever occurred to you that, at this time, labor organizations are the keystone of that arch? I assert that, today, nothing stands so sure and safe a shield between our government and socialism, communism and anarchy, as labor organizations. To them have men pinned their faith; they are based in and conducted upon principles of right and justice, within them is taught all that is good and true. Destroy them not, for so to do would be to destroy that which is good, and out from organizations whose teachings are regard and respect for law and whose aim is to correct whatever may be wrong in the economic or political structure without destroying it, you will drive thousands with every probability that many will drift into organizations whose sole aim is the overthrow of all government and whose teachings are utter disregard of and disrespect for law. Destroy them not, lest as a result we see the hand which now contentedly carries the dinner pail, bearing aloft the red flag, and hear the voice which now brings gladness to the home, inflamed with passion, crying for revenge. Oh, my countrymen, sow not that wind lest the harvest of the whirlwind be of necessity reaped and from the pedestals upon which we have proudly placed them, the founders, saviors and defenders of the government look down upon scenes they little thought possible under "a government of the people, by the people and for the people." I am no pessimist. I believe in the ultimate triumph of right and justice as I believe in Deity and the immortality of the soul. Government, though assailed, will not be overthrown, but it is our duty to study possible effects. Idleness prevails to an extent never before known. Discontent stalks through the land. The handwriting is on the wall and it behooves us to guard carefully against probable or possible injury, that irreparable damage be not done before the one appears who will translate it.

A mistaken idea is entertained that these organizations are associations of men who blindly follow the dictates of a leader, a demagogue, who arbitrarily rules. An understanding further from the truth it would be hard to imagine, certainly so far as organizations of railway employees

are concerned. These organizations are democratic in the extreme. They pattern closely after the republican form of government and are in all things directed by the will of the majority. They have their constitutions, their statutes, their congresses, their presidents and their local bodies. Their officers are amenable to every law in the same degree as is each member. They possess positively no autocratic power and when you read (as you may) of one of them having ordered a strike, remember that before he had any power to order or sanction it, two-thirds of the members interested had voted in favor of such action. Without this two-thirds majority in favor, he is as powerless to direct the members to leave their employment as is the Goddess who guards and lights your harbor, while enlightening the world.

These organizations have an abiding faith in the ultimate triumph of the right. They believe in the efficacy of intelligent discussion and argument. They never have resorted and never will resort to extremes except as an absolutely last resort and in support of a cause so eminently just that they would willingly submit it to the decision of a fair board of arbitrators, whose award they would accept in good faith.

Another very mistaken idea in the minds of many not connected with labor organizations or railroads is, that a bitter enmity exists between us and our employers. Not so; many, many railway officials can be found who favor, and are glad to have their men belong to these organizations. A few weeks since a General Manager who was very appropriately spoken of by a United States Circuit Judge as "probably as able as any this country has ever produced," testified in court, "that these labor organizations on this system have improved the morals and efficiency of the men and have rendered valuable aid to the company."

Upon most systems of railway the employes entertain the highest feelings of loyalty to, and

regard for, the interests of their employers. Men know when they are well treated and they appreciate it, and they reciprocate such treatment with loyal service. Very generally feelings of confidence and amicable relations exist.

There are here representatives of other organizations who will perhaps tell you something of the personnel of these organizations; they will tell you of the grand work that is being done; they will tell you of the royal charities that have been dispensed by these organizations; of the widows and orphans they have cared for; of the sublime principles exhibited in their mottoes. Perhaps they will hint at the bravery shown in hours of peril and of how death is fearlessly faced and unflinchingly met, in the discharge of simple duty and the exercise of fidelity to the trust reposed in them. I will but take time to say, that tenaciously clinging to, and earnestly striving for, that which they believe to be right, the men who make up these organizations will never "go like a galley slave, scourged to his dungeon," but will be found on the battle field of life, doing yeoman-like service in support of their principles.

No cause can boast more devoted followers. No principle can boast more earnest champions. No country can need more noble defenders. All mankind can proudly claim them as kin and countrymen, for everyone of them feels, with every breath he draws, the soul stirring spirit which moved the poet to say to the workingman, "Stand up erect; thou hast the form and image of thy God."

Very appropriate and interesting addresses were also made by Grand Master Sargent, of the B. of L. F., and by Vice-Grand Master Morrissey, of the B. of R. T. These addresses contained so much that would make interesting and instructive reading that we regret not being able to reproduce them in full.

THE AMERICAN RAILWAY UNION.

So much energy has been expended by the promoters of this move in an effort to injure the old organizations of railway employes and to prove them colossal and dismal failures, it is certainly proper that we should look into the claimed beauties of the new organization. It is called a new idea. Except the effort to establish an organization by ruining others in the hope of building from, and upon, the ruins, there is not a new idea connected with it. Its constitution devotes the first fifteen pages to a "Declaration of Principles." With a view of searching for the new principles and to show in how closely they have adhered to those declared principles in formulating their laws and administering the affairs of the Union, we call attention to some of the more prominent features.

The first claim made by the Union is that it proposes to get into an organization the thousands

of railway employes who have never been organized. As THE CONDUCTOR has said before, if that were their mission and that object had been consistently sought by them, their advent would have been hailed by the old organizations. In their declarations of principles which are generally devoted to an effort to show that the old organizations are failures, we find:

"Never has there existed that mutual confidence without which it were misleading to assume that peace, amity and good will prevails. At best, therefore, this relation between employer and employe has been little better than an enforced compliance with conditions rarely satisfactory to either party."

Giving the officers of a large system of railroad notice by wire that, unless certain demands are complied with within three hours, the operation of their road will be stopped, as the first notice to the officers that conditions are not satisfactory, and, when the officers of the company undertake to correct some misunderstandings which exist, ad

vising them that if they feel disposed to treat for terms, they can do so at any time after the strike has occurred, does not recommend itself to us as a speedy means of establishing that "mutual confidence" which it seems the A. R. U. considers indispensable.

Dealing with the question of seniority, their declaration of principles says:

"What is required is a system of promotion that recognizes and rewards merit rather than seniority. Other things being equal, seniority should, of course, have preference. In filling vacancies, selections should be made from the line of promotion and from the unemployed in a ratio, evincing due regard to the rights of both."

We will be very glad if anyone will point out to us the difference between this and the policy that has been followed by our Order.

Going a little farther into the declaration of principles, we find "The American Railway Union will include all classes of *railway employees*, separately organized, yet all in harmonious alliance within one great brotherhood."

[Section 24 of their law says: "A person of good moral character *employed in the railway service* is eligible to membership."

(The italics and small capitals in these and subsequent comparisons are ours). By what course of reasoning the conclusion is reached that machinists, blacksmiths, carpenters, upholsterers, painters, iron moulders, laundry girls, etc., etc., who are employed by a car building corporation are "employed in the railway service" we are not advised. If it be on the ground that they build the cars which run upon the railroad, the argument would with equal consistency bring in all employees of car and locomotive building works, bridge work, rolling mills, tie contractors, etc., without limit. The following extract from the *Chicago Times* would indicate that in the A. R. U. the line is drawn nowhere:

"The men employed at the brickyards were organized into unions Wednesday night. These men have been rather hard to organize on account of so many of them being foreigners who cannot speak a word of English. When they finally came to understand the objects of organization they went about it in a wholesale way, joining both the American Railway union and the Chicago Brick-makers' union."

Now, do not let us be misunderstood. We cast no slur at any one on account of his or her occupation. We entertain the highest possible degree of respect for all followers of honest toil and we appreciate fully the propriety and desirability of having all these various classes of tradesmen and tradeswomen organized. We hope to see them thoroughly organized and accomplish great good for themselves. The reference is made to show that the use of the word "Railway" in the name of the organization, its declaration of principles and its law governing eligibil-

ity to membership is misleading, and to show that in this particular, instead of offering anything new, the A. R. U. is copying entire the plan of the Knights of Labor. In explanation of this, the *Railway Times* says, "All roads lead to Rome."

Again the declaration of principles declares:

"The expenditure required to maintain subordinate and grand lodges, every dollar of which is a tax upon labor, operates disastrously in two ways. First, in expelling men who believe in organization, and second, by expelling members because of inability to meet the exactions, and in both of which the much vaunted fraternity feature, it is seen, is based ENTIRELY UPON THE ABILITY TO PAY DUES."

Of course the A. R. U. would not, in face of that declaration, deprive anybody of membership on account of his neglect or refusal to pay dues, but Sec. 32 of their laws provides:

"Any member FAILING TO MAKE PAYMENT OF ANY DUES OR FEES HEREIN AUTHORIZED shall be deprived of all benefits of the order and if not paid within six months, THE SECRETARY SHALL STRIKE HIS NAME FROM THE ROLL."

In proposing methods for reducing the expense to, or tax upon, members of organizations, this new dispensation offers nothing that it is not in the power of any of the conventions of grand divisions of the old organizations to enact into law.

In the matter of insurance, they declare: "A present insurance entails grievous burdens with no corresponding benefits," and they promise that this problem will be solved. We do not know so much about this feature in organizations other than our own, but we do know that we are furnishing insurance to our members at a much less cost than they can secure it elsewhere and at as low a cost as it can be furnished because it is furnished at actual cost.

Particular emphasis is laid upon the fact that the old organizations have seen fit to invest their chief executive officers with authority to veto a proposed strike on any system of railroad. If the members of the organizations are ready to accept the idea that this is a power which should not be vested in an executive, they have but to amend their laws, and we feel very safe in saying that the executive officers will most gladly be relieved of that responsibility, but if veto or sanctioning power is not vested in some officer or board, the idea of undertaking to furnish financial aid by any means other than voluntary donations will have to be abandoned. Again, we invite any one to point out a single instance in which the executive officers of the old organizations have exercised the veto power and prevented the men from exercising their will, since the organizations have affiliated in the settlement of complaints.

The expense of annual and biennial conventions is, in the new organization, to be avoided by holding quadrennial meetings. In the matter

of dues other than grand dues, they do just exactly what the old organizations have always done, viz: leave the matter entirely in the hands of the local division. While criticising the expense of committees as provided in the old organizations, the laws of the new organization provide that a local union shall have a "board of mediation," whose duty it is to examine into all complaints of members and undertake to adjust the same, failing in which, they shall call upon the representative officers, and it seems to us simply nonsensical to urge that a committee will cost any less because they are called a board of mediation or that local unions will provide for slighter expense because they are called Unions instead of Lodges or Divisions. The laws of the Union do not provide what course shall be followed by the officers in undertaking to adjust grievances, but if we are to judge from the only reports we have been able to secure of the manner of conducting these matters in connection with the Great Northern Railway and the Pullman Works at Pullman, Ill., we must arrive at the conclusion that there is no fixed or definite line of policy or action. In the case at Pullman, according to all newspaper reports, certain complaints were filed with the officers of the company which were made a matter of record and the officers of the company promised to immediately enter upon an investigation of the same to ascertain their correctness, and, with that understanding, the committees and the representatives of the company parted. On the second morning following, while the investigation was being made, all employees went to work as usual and an hour later, without one moment's notice, they were ordered out by the committee. It is said that neither officers nor committees have any authority to order a strike or declare it at an end, but in this case, at least, it seems that the committee had enough authority to direct the movements of the members, and it has not been denied that Organizer Hogan ordered the strike on the Great Northern, contrary to advice given by President Debs. In an interview reported by

Chicago dailies, just after the close of the Great Northern strike, President Debs is quoted as saying, that that was the first strike that had been won by railway employees in twenty-five years. In an editorial in the *Locomotive Fireman's Magazine* for May, 1892. (not quite twenty-five years ago) speaking of the Canadian Pacific strike, Bro. Debs said:

"The Orders—O. R. C. and B. R. T.—engaged in the strike on the western division of the C. P. have won a notable victory."

Summing the matter all up, we repeat that the A. R. U. offers nothing in the line of policy, principles or propositions that is new. There is not a feature of the old organizations which is assailed by the advocates of this association as causes or sources of weakness that cannot easily be remedied by amending the laws of the old organizations if the membership generally believe that such amendments should be made. We maintain that the old organizations are governed entirely by the will of a proper majority and that will is expressed in their laws. Without laws carefully framed, properly and fairly construed and faithfully administered, there can be no organization except in an empty name. If the old organizations do not meet the requirements of the times, it is much easier and much better for all concerned to convince the necessary majority of that fact and secure the enactment of such laws as will bring about those conditions which should obtain, than to destroy the old organizations by creating discord and discontent and arraying the men themselves against each other with the hope of building a new organization on the ruins of the old. The policy advocated by the new organization has been tried before, the same arguments and accusations have been used and made and the best efforts of a majority, at least, of the same men have before been put forth in an earnest effort to destroy some or all of the old organizations. The degree of success which crowned their efforts is a matter of history, and "history repeats itself."

TRADE VS. PROFESSION.

Thoughtful students of our institutions have frequently pointed out as an anomaly the social disfavor in which the mechanic arts and artisans have been held by too many of our people. It is indeed a proud boast that no American need be bounded in ambition by the accident of birth, but out of this wealth of opportunity and ease of transition to better conditions has grown a senti-

ment as out of place among republican institutions as it is dangerous to their perpetuity. Too many of our young men have been made to feel that the only laudable ambition must lead them into some one of the so-called learned professions or among the money makers, while the handler of tools must accept of heavy social penalties, no matter how perfect or valuable his art. Of late

years there has been something of a reaction against this illogical sentiment, and it behooves the working men to encourage by every means within their power every factor tending to bring about general recognition of the true dignity of manual labor. Not the least potent of the factors making for this end may be found in the manual and trade schools, now so numerous on both sides of the Atlantic, each of which has done an excellent service in restoring the craftsman to his proper position and in breaking down those absurd barriers erected by caste prejudice and tradition about the professions. Labor Commissioner Carroll D. Wright has recently published in book form his report upon Industrial Education, and it will be found one of the most interesting and valuable works yet sent out from that office. It not only demonstrates beyond question the value of such training to the young

men, but opens the way, by the showing made, to profitable and honorable employment for many who might otherwise drag out a wearisome and tasteless life at the fag end of some profession. The wonderful growth of all the mechanical sciences, the development of railroads and the miracles wrought by the magic of electricity, have opened up a new world of which the borders only have been explored, and in which the bright and capable boy may find not only field for his every endeavor, but reward in full for every step gained. Nor need he longer fear the old time penalty, for the world is coming to recognize at its true worth the product of hands guided by active, intelligence and labor, the everlasting foundation of all material and intellectual good, will never again be found wanting when weighed in the balance against the wasteful and often useless adornments of our social structure.

THE COAL MINERS' STRIKE.

The strike of coal miners during the past month has been one of the most important and most extensive movements ever made by organized labor in this or any other country. It was the design of the gentlemen who had this movement in charge from the first to have it cover all the bituminous mines of the country and so well were their plans laid that, within a few days of commencement, they had practically accomplished their purpose. At first the people generally were but little concerned in the struggle, thinking it would be like too many such undertakings, simply local in its workings and effects. When it was found, however, that the coal output of the country had been practically suppressed and that there was present danger of a famine of that necessity, the strike at once became the event of the hour. At the present time the strikers are fully holding their own and the indications all point to their winning their cause in the end.

There can be no question but the coal miners have had abundant cause for striking, in many portions of the mining districts at least, and to those who have given the question careful study, the only wonder has been that they have not risen before. Their wages have been cut repeatedly and the conditions surrounding them have been made so hard that they finally came to the conclusion that they might as well starve to death in idleness as in slavish work. One evidence of the righteousness of their cause is to be found in the fact that the people who surround them and who naturally are the ones to best understand the rights of the matter, are strongly backing the

miners in their battle. There is another question, however, and as it is a national one, it naturally is made paramount to all local matters. The fundamental purpose of the strike seems to be more to secure a general equalization of pay than an all around increase. The fact that some districts were paying fair wages while others were starving their men could give no satisfaction to the more favored miners, as they could only expect sooner or later to be brought to the same level with their more unfortunate brethren. Their employers must compete in the open markets with those who were paying starvation wages and an equalization would inevitably be demanded. In Illinois, for instance, the rates in the northern part have not been changed in five years, while in the southern portion they have been changed three times within that period. Those operators who paid the lower wage rate have had an obvious advantage in the markets and their rivals can hardly be blamed for wishing to remove this handicap in some way. It is evident that a system of general regulation would at once remove this difficulty and if the present struggle can bring about the needed change it will not have been in vain.

Why there should be such a difference in the rates paid in the Pittsburg district and in the Hocking Valley does not appear and can be accounted for (from our point of observation) only by the fact that the miners in the Pittsburg district have, by unity of action, succeeded in maintaining the rates which the others have allowed to be reduced. A very small increase in the amount

paid per ton by the consumer would bring prosperity and plenty to the man who works his life out "down in a coal mine." There would probably be no objections on the part of the operators to paying the slight increase were it not for the contracts they have made, based on the old rates. It is suggested that, as a means of reaching an amicable settlement, the railroads surrender the contracts which they now hold and make new ones based on the higher rates. Why a railroad should be expected to surrender a valuable contract any more than any other concern, does not appear. The operators were supposed to know what they were doing when they made the contracts, and if it were the other ox that was being goaded they would surrender their contracts, "I don't think."

The riots and other violent demonstrations that have too frequently attended this strike, as it developed in different portions of the country, seem to have been participated in by foreign miners almost exclusively, and for their presence and doings the operators have themselves only to thank. They drove honest and law-abiding native

workmen from them and filled their places with foreigners, imported because they were cheap and because the bosses thought they could handle men fresh from the oppressions of the old world without fear of their resisting. Their importation now seems to have proven the throwing of a boomerang and the operators need expect no sympathy when they suffer by the turning of their own weapon. It is barely possible the owners of American coal mines may learn in time that both their pockets and patriotism will profit in the long run by paying living wages to self-respecting fellow citizens, who are willing to do a good day's work for a good day's pay, are anxious to build homes for themselves and families, and are enthusiastic in their support of republican institutions.

As is always the case where outbreaks of this sort are made, organized labor generally will be made to bear the greater portion of the blame, but the public will do well to bear in mind that this disregard for law and authority is but the sprouting of seed sown under other forms of government and imported with the foul soil in which it thrives.

A PROGRESSIVE THOUGHT.

The proper sanitation of passenger cars is being given especial attention by railroad specialists just now, and important reforms in that direction will doubtless be made in the near future. The questions of proper car ventilation and the transportation of persons suffering from infectious diseases have been given prominent place upon the programs presented at the recent conventions of railway surgeons and most interesting discussions have resulted. Growing out of this the following suggestion, relating especially to the question of transportation, was recently made by a well known member of the medical staff of one of the great eastern lines, through the *Pittsburgh Post*:

"While the proper ventilation of coaches as a safeguard against infectious diseases may yet be greatly improved on, the railway companies of the country seem to have made no great progress in guarding the traveling public against the spread of disease by allowing invalid persons to occupy the same compartments with healthy passengers. This is an evil that has been tolerated by far too long already, and travelers have begun to get their eyes opened to the dangers of such a custom.

"During the spring season, especially, all the trains which touch the watering places and health resorts carry countless numbers of passengers who are suffering from diseases which may be imparted to others en route. I see only one practicable solution to this error, and that is

for the companies to provide hospital cars on their lines for the conveyance of such persons. It will probably be said that this will necessitate great expense and will not be profitable for the companies. This is true. It is also true that the dining car of to-day is maintained at a dead loss to the companies, but as a luxury the traveling public demand it.

"Since this is the case it would be reasonable to think that when the safety of the passenger is at stake the company could better afford to lose money if by so doing this danger would be removed. However, the expense of a hospital car could be lessened by running it only at stated periods to health resorts and publishing this fact beforehand. There have been cases under my own observation where perfectly healthy passengers have contracted contagious diseases by traveling in a berth previously occupied by an invalid.

"I believe that within the next few years this difficulty will be effectually remedied, and when it is the railroads will have done a noble act in the protection of their passenger traffic."

This is a matter in which trainmen are especially interested, as they almost live on their trains and are forced to come directly in contact with whatever principles of contagion the cars may contain. Their danger is necessarily much greater than that of the passengers and they have a correspondingly greater right to demand that every possible safeguard be thrown about the performance of their duty.

EIGHT HOUR DAY.

No one event has given more encouragement to the friends of the eight hour day than the wonderfully successful results of the extended experiments recently concluded by Mr. William Mather of England. The Salford Iron Works, employing about 1,500 men, were used for these experiments, and it will at once be seen that a splendid field was thus afforded for the securing of averages worthy of being relied upon. It had been the custom in this establishment to work the men fifty-three hours a week, but something over a year ago it was determined to cut these hours down to forty-eight for a scientific economic experiment. Extra care was taken in keeping the accounts of the work done in every department during the year and the result was a complete vindication of the eight hour principle. The reduction of the hours by ten per cent made practically no difference in the amount of work turned out, as the slight reduction of the half of one per cent was more than counterbalanced by the saving effected in other directions. This is conclusive, in so far as any such experiment can be, and the cause is already feeling a new impetus from the moral support it has given. In speaking of this fruitful experiment and the re-

sults that may follow the *Review of Reviews* for May says:

Mr. Mather's experiment does not stand alone, but it is the most remarkable of its kind. It has convinced the British government, which has now introduced the eight hours system into the dockyards and arsenals; and it will probably avail to carry the eight hours bill for miners. It is difficult to overestimate the importance of this demonstration of the superiority of the eight hours day. It will be felt not only in England but throughout the whole world. Whether it will tend in favor of a legal enactment of an eight hours day is another question. It may operate in an opposite direction. If English employers are convinced by the experience of Mr. Mather and his experiment in his iron works at Salford; of Mr. Allen in his engineering works at Sunderland; and of the British government in their arsenals and dock yards, that it is better to work forty-eight hours a week rather than fifty-three, they may adopt the forty-eight hours week so generally as to give almost irresistible strength to the argument of those who believe in voluntary action rather than in state coercion. On the other hand, it is quite possible that employers may join with employed in demanding a legal sanction for the eight hours working day, which will have practically been fixed by experiment and negotiation before being presented for the legislative imprimatur.

MAKE IT CLEAR.

By the time this number of the CONDUCTOR reaches its readers the conference called to meet in Washington for the purpose of considering the Inter-State commerce act, will doubtless have its labors well under way. The call for this gathering was issued by the subcommittee of the railroad committee of the House of Representatives and the Inter-State Commerce commission, and they expect to have with them committees from the National Transportation Association, the National Board of Trade and the Association of State Railroad Commissioners. All of these interests will be asked to give expression to their views upon the amendments needed to make the law effective and to secure from it the good results hoped for by its proponents. Among the amendments to be discussed will be one, presented by the railroads, allowing them to return to the practice of pooling. The mercantile interests of the country are said to favor pooling but are more interested in giving the law vitality by making the corporations directly liable for infringements of

it rather than seeking to place the penalty upon shippers and railroad officials. It has been thought by some that these two interests would combine and that the changes advocated by each would be made. Railroad employes are also interested in having this act amended in another particular. They demand that it be so changed as to clearly and definitely define the purposes to which its provisions may be applied, leaving no ambiguity of expression to be distorted by able attorneys and pliant courts into means for their oppression. Instances in which this same enactment has been made, by forced construction, to serve corporate ends entirely foreign to its evident and avowed purpose are still too fresh in mind to need repetition and such perversions of justice should be made impossible in the future. If all these changes could be made the law might become a power for good instead of a standing disgrace to our system of jurisprudence and a menace to the rights of our people. Make it clear, gentlemen, and confine it to its legitimate sphere as well as the intent of its framers.

A STRONG ENDORSEMENT.

During the recent convention of the B. of L. E. in St. Paul the following resolutions were offered and adopted, practically without opposition:

"Whereas, The attention of this grand body has been called to the fact that Senator Walsh has presented in the United States senate a bill (number and title not known) making it a crime punishable by imprisonment from one to twenty years to retard or obstruct the passage of any train carrying the United States mail; and

"Whereas, No special trains are designated as the mail trains in this bill, that by the provisions of said bill any engine or train upon which a mail sack may be placed for transportation may be construed by law to mean in every sense a mail train; therefore, be it

"Resolved, That this convention do consider this a pernicious bill, the purpose of which is to prevent organizations from securing, by the only means in their power, redress for their grievances and just compensation for their services.

"This committee therefore recommends that all Divisions throughout the country present a copy of this resolution to their respective senators and members of congress, urging the defeat of this bill; also that the grand officers be requested to take proper steps to secure the same object.

"We further recommend that this resolution be sent to subdivisions in circular form from the grand office, in order that it will receive prompt attention."

The CONDUCTOR has contended from the first that this and kindred measures were not presented in good faith, but were simply intended to cloak further designs of the corporations upon the rights of their men. We welcome this strong endorsement of our position and again call upon the friends of labor to be constantly upon their guard against all such specious attempts to arm the corporations with the club of the federal statutes.

European philanthropists are now engaged in organizing for a conference by which they hope to secure the adoption of some sort of international agreement looking toward the more humane treatment of prisoners of war. There can be no question as to the horrors of this captivity, even, when the most civilized nations are at variance, and any measures that may tend to their mitigation will meet with ready acceptance. These learned gentlemen will do well to remember, however, that the best way to prevent these and

the thousand other horrors attendant upon such conditions is to prevent the war. An enlightened public sentiment is carrying civilization further from such brutal methods every year, and it may be that this conference can do as much for humanity by assisting in the evolution of this sentiment as by providing for a condition which should never again be possible among enlightened peoples. Arbitration is the proper method of settling disputes which involve the interests of others than the disputants themselves.

COMMENT.

When a man like Archbishop Ireland appears before a body of workmen for the purpose of discussing the labor problem, one may be excused for expecting that such a man will illuminate his subject with some new ideas, or, at least, indicate a true ethical basis from which workmen ought to proceed to establish correct conditions for the exercise of their labor. But, in his speech to the Engineers at their St. Paul convention, the Archbishop did nothing of the kind. He said nothing that sheds a single ray of light on the momentous problems that are now agitating the world, nor contributes anything towards their solution. His speech was the usual mixture of truth and error, platitude and homily, ethical fact and economic fancy; stripped of its embellishment of rhetoric, there is not much to it. "The interests and rights of labor! Often have I pleaded for them, and lovingly do I plead for them now."

What he said on this branch of his subject is in

line with his eloquent introduction. It is taffy; such as has been dealt out to workmen from pulpit and rostrum, ever since the world has come to recognize that workmen have any rights at all. It does not fill the bill. Let it rest. But the Archbishop's luminous expositions of the relations of labor and capital deserve some comment, not because he said anything on the subject that had not been said a thousand times before, but because he said a great deal that is erroneous.

* * *

"Property," he said, "is the very foundation stone of the social fabric; it is the incentive and reward of industry and energy. He who menaces property is an anarchist and the anarchist is the deadly foe of order, of right, of society. He is the wild beast, solely bent on destruction, from which security and civilization never can drift. Without capital the millions of willing workmen are idle and fac-

tory doors remain closed; fields are untilld, mines hold their treasures in concealment, no ships plow the seas, no railroads span continents. Without capital, labor is a latent, unproductive energy. Why to-day are there among us legions of unemployed? Because capital hies away from us. It is an easy matter in club room and on public square to discuss capital and its obligations. As a matter of fact, capital is timid of its life. It will shun you and leave you to beat the air with your idle arms. The laws of the financial world are as inflexible as those of the four seasons of the year; the state or the country in which, through mob riots or oppressive statutes, property is endangered or made unproductive, will be surely abandoned to their own sterile resources."

* * *

I am inclined to examine the Archbishop's propositions, *seriatim*, and indicate their fallacy:

1. "Property is the very foundation stone of the social fabric; it is the incentive and reward of industry and energy."

That property is the foundation stone of the social fabric may be admitted, although it is a debatable proposition, but that the present constitution of property is so, must be denied. The present constitution of property is destructive of social order; it is tending to destroy our civilization, just as surely as it destroyed the civilization of old Rome, from whence it has been derived. If property were the reward of industry and energy there would be no labor problem. It is just because the exertion of legitimate industry and energy does not issue in the possession of property that we have intense unrest throughout the fairest country on earth to-day; it is because the industry of the average workingman is so barren of good to himself that we have a labor problem, and it is this that transforms our civilization, for the majority of God's children, into a dream of despair. Shrewdness, cunning, the arts of the confidence man and gambler, legislative bribery which issues in grants of monopoly and privilege to a favored few, and not industry and energy, are the instruments and forces by which men acquire property in this age of the world. The man who depends alone on his industry and energy can hope for no more than a bare living, while a favored few, without industry and without energy, riot in luxury and enjoy the fruits of his labor. This is what gives weight to his protest.

2. "He who menaces property is an anarchist."

We may admit this, but it is an insult to intelligent workingmen when such propositions are injected into a discussion calculated for their ears

alone. The real anarchists, in the sense in which the Archbishop uses the term, the destroyers of property, are not to be found in the ranks of workingmen. Those who "devour widows' houses and, for a pretence, make long prayer;" those who wreck railroads and wax fat on the spoils exacted from the distress of others, those who bribe legislatures and obtain control of the sources of other men's existence, those whose acts have issued in the great uprising of the unemployed now marching on the national capitol, are the anarchists from whom society has all to fear. It is they who must be suppressed and their acts condemned before we shall ever have peace. They are the real destroyers of property; the fanatics who attempt to rectify the abuses of society by the inciting of mob riots and the explosion of dynamite bombs are the natural complement to those greater anarchists who absorb the property of others through processes of law. The extinction of the greater must precede the extinction of the less.

3. "Without capital the millions of willing workmen are idle and factory doors remain closed; fields are untilld, mines hold their treasures in concealment, no ships plough the seas, no railroads span continents."

The logic of this proposition is rather muddled. Let us substitute another term for the term "capital": Without labor the millions of capital are idle and factory doors remain closed; fields are untilld, mines hold their treasures in concealment, no ships plough the seas, no railroads span continents. We may let the proposition rest here.

4. "Without capital, labor is a latent, unproductive energy."

Never did greater fallacy than this proceed from the mouth of man. Labor is *the* productive energy. Without labor, capital is inert, lifeless, as incapable of movement as a block of wood. Capital is the tool of labor, has been produced by labor, and without labor it tends only to decay and dissolution into its original elements. Capital produces absolutely nothing apart from labor. Labor is the only productive, life-giving principle in the human constitution. Nature recognizes no productive principle outside of human labor; she returns her increase to the hand of labor alone. Labor has produced all capital, and labor alone maintains it intact. All capital might be utterly destroyed to-morrow, and by giving labor free access to nature it (capital) might be restored again and not a single human being need suffer the pangs of hunger by consequence of such destruction. How foolish.

then, are those who attempt to exalt capital above labor.

5. "Why to day are there among us legions of unemployed? Because capital hies away from us."

This is foolishness. Capital cannot hie away from us. Capital is inert, soulless, devoid of all life. It is incapable of movement unless acted upon by forces outside of itself. It cannot "hie" of itself, but must remain dormant because of its very nature. There are legions of unemployed among us to-day, not "because capital hies away from us,"—as a matter of fact, there is an abundance of capital in all parts of the country—but because the capitalists, who are the absolute owners of capital, refuse to permit workmen to produce wealth, refuse labor the right to exercise its productive energy.

6. "As a matter of fact, capital is timid of its life. It will shun you and leave you to beat the air with your idle arms."

As a matter of fact, capital has no life, and, therefore, is incapable of exhibiting timidity, boldness, or any other emotion. It cannot leave labor to beat the air with idle arms. Capital is not timid of its life, but the capitalist is greedy of his profits. It is the capitalist, not capital, that compels workmen to beat the air with idle arms; and it is because of his control of the very sources of their existence that he is enabled to do so.

7. "The laws of the financial world are as inflexible as those of the four seasons of the year; the state or the country in which, through mob riots or oppressive statutes, property is endangered or made unproductive, will be surely abandoned to their own sterile resources."

The laws of the financial world are not as inflexible as those of the four seasons of the year, since the laws of the financial world are the creation of man and may be manipulated and altered by man, while the laws of nature are entirely beyond the influence of puny man; he can only apply the laws of nature for his own benefit but he cannot change them. But there is a well defined suspicion that the so-called "laws of the financial world" are being manipulated and altered upon every occasion that presents itself

to the view of the few monopolists and blood-suckers who have created those laws, so as to rob and oppress the wealth producers of the country and permit the few who are the beneficiaries of those laws to riot in luxury on the fruits of the labor of the aforesaid wealth producers; and there are many, who are much better informed in this matter than Archbishop Ireland, who are loudly and persistently demanding a change in the laws governing our financial world. The immense accumulation of wealth in this country, all of which has been produced by labor from our natural resources, is sufficient to show that those resources are not "sterile." All that labor demands to-day is the removal of "oppressive statutes" that working men may apply to those resources, and produce property for themselves, and after they have produced it that they may be permitted to enjoy it in peace and quietness, free from toll and tribute to parasites of any sort. That is all there is to the labor problem.

* * *

Those who discuss the labor problem should learn that it cannot be intelligently discussed in a fog. They should learn to use the terms relating to it in their proper sense. Workmen make no war on legitimate property, they simply demand the right to produce legitimate property for themselves, and to live the lives of human beings; they make no war on capital, but the capitalist who is permitted to control the sources of their existence, and reduce them to the condition of serfs through processes of law, must be suppressed, he must be sheared of his power to oppress his fellow human beings, his property must represent the fruits of his own legitimate exertion, and not the fruits of the exertion of others, which has been wrung from their very heart's blood, turning their lives into one dreary and hopeless round of toil and despair. The property system which permits some men to control the sources of the existence of others, and compels men to depend on their fellow men for favors which they should receive from the Creator of the Universe alone, is an unnatural and vicious one; it will destroy our civilization just as surely as it has destroyed the civilizations that are now dead and buried. B.



DETROIT, Mich., May 16, 1894.

Editor Railway Conductor:

The session of Division 48, O. R. C., on the first Sunday in last April, was made memorable by the introduction of the ladies of Detroit Division No. 44, Ladies' Auxiliary to O. R. C. This ceremony was performed by Bro. J. E. Tremblay just as the business of the meeting was being brought to a close, and all the members joined in giving the ladies a warm welcome. After addresses by Bros. Milard, of Chicago, and Anderson, of Windsor, Mrs. J. E. Tremblay responded in behalf of the visitors, with an original essay, prepared for the occasion. At the close of this interesting program the officers of Division 44 announced to the Brothers that, if they would chain up their goat and not allow him to scamper around, they would serve refreshments. This was done, and after enjoying thoroughly the feast and spending a very pleasant social hour, all departed, well pleased with their "April Fool" in disguise.

We of Division 44 are slowly but surely ascending the ladder of prosperity, much to the surprise of those who predicted our early death as an organization. They evidently forgot that "the hand that rocks the cradle is the hand that rules the world." We are fully able to pilot our train, single-handed, if necessary. If more of the Brothers were like the one who signs himself "Irish" in the March number and would read each CONDUCTOR thoroughly, they would be greatly benefited, both morally and socially by the good advice it contains, and we would soon be all working together instead of in different directions, as is now too often the case. Some of the Brothers appear to be under the impression that we do nothing but canvass their outside affairs, as it were, and will not allow their wives to join. Our advice is, "do right and fear not." A good man is a modest man, and a modest man is a "ladies' man." Our works of charity are never lost; they may be of little direct benefit to their particular objects, yet they leave an impress

of beauty and grace upon the heart of the giver.

Yours in T. F.,

MRS. J. E. TREMBLAY.

[The essay read by Sister Tremblay is crowded out. It was a very ingenious poem, working in the names of many, supposedly members of 44.—Ed.]

ST. LOUIS, Mo., May 30, 1894.

Editor Railway Conductor:

A number of years ago, I think the year of our first trades procession, one of the large floats was loaded with whistles of all sizes and all in full blast, from the stentorian notes of the largest steamboat or locomotive whistle down to the shrill pipe of the penny whistle, beloved of the small boy. On the side of the car was the legend: "Whoso tooteth not his own horn, the same shall not be tooted." So here I come, month after month, sounding the penny whistle for our Auxiliary, with nothing to tell except the small chronicles of everyday life in our small circle. We are few in number, but active.

Our entertainment May 17th was successful every way and we are very proud and happy about it. The "O Why" degree and the manner in which it was worked, would have satisfied the hearts of our Toledo sisters. A large number of conductors were initiated into the sublime mysteries of the degree, and we hope are, if sadder, at least wiser men. At our annual ball we hope to have more candidates.

The captain of the Guard wishes here, publicly, to tender her heartfelt thanks to the sisters who so faithfully and zealously assisted her, so that we know that it was very far from being a failure. Sisters Gillen and Bucklen had charge of the fancy goods table. Many beautiful things had been donated. Miss Mamie Arnold worked a lovely center piece and a dozen doilies; a large lamp shade donated by Sister Gillen, a silk scarf from Sister Marsh; blackbirds from Sister Flory; paper balls made by Sister Cory, were among the many pretty things I can call to mind. The napkins of the Auxiliary were sold separately, that

each might purchase if we wished. Sisters Lewis and Stinson had charge of the refreshments, while Sister Ryan smilingly gathered in the "coin of the realm." Among our guests we were pleased to see Bro. and Mrs. Merrifield and Mrs. Merrifield, Jr. Mrs. W. G. Brownlee and her cousin, Mrs. Stanton, were present a short time. We all remember Mr. Stanton, the genial conductor who took the gaily decorated train from St. Louis to Toledo last May. His wife has our hearty sympathy in her bereavement.

Sister Williams, of Kirkwood, was initiated at the first meeting in the month. We most cordially welcomed her to our circle, and immediately put her to work for the entertainment. We were sorry that Sister Arnold was not with us, but she is in Colorado in search of health and much needed rest, after nursing her son through a long illness. We hope to see her greatly benefited on her return.

Sister Flory will have the next tea at her lovely new home. Why will not more of the Brothers attend with their wives? They would surely be honored guests. We intend to dispense with any raffle at the teas during the summer, so just a social time is what we may expect. I hope all will attend and see what pleasant afternoons we can enjoy, leaving all cares aside for the two or three hours. 'Tis well for the body as the soul.

MRS. JNO. B. FRENCH.

MEMPHIS, Tenn., May 5, 1894.

Editor Railway Conductor:

It may be that others outside of Division 29 will look forward to renewed energy on the part of this Division—as we are now the proud possessors of the "Dustan Medal." I regret not being able to say such is a fact. We have had three meetings since my last letter and the attendance grows beautifully less. In March last we put it to a vote as to our meeting days, many objecting to Sunday as meeting day and others as earnestly urging Sunday meetings, as that is the regular meeting day for the O. R. C., so we compromised and met the first Wednesday and third Sunday of each month, hoping to have our numbers increased. Our last meeting, May 2d, but five members attended, notwithstanding the weather was perfect. Our president, who is ever on duty, and two other officers, our secretary-treasurer being detained by sickness in her little family. Those who fought most earnestly for week day meetings were conspicuous by their absence. Sisters, let me ask through the columns of the CONDUCTOR—as I know you all read that

with great interest—to awake to your own interest and to that of our Division, and be more prompt. We cannot hope to hold the medal another year unless we take greater interest. Our generous and ever thoughtful president had urged through the columns of the daily press, a full attendance at our last meeting, May 2d, and but five members answered to roll call, one of whom came a distance of forty miles. Think of it, sisters, and many of you live within forty squares. Had we all known what was in store for us I don't believe there would have been so many absentees. Not only spicy business, we had icy business—a delightful spread of ices and cakes. Ah, how we feasted and wished for the absent ones. Our president, "the president," Mrs. Sam Dustan, never does things by halves. If all would take half the interest in our Order that she, with one or two others do, we would be truly the Banner Division. Hoping to be able to say in my next to your readers that every member answered to roll call, on May 15, I shall ask most earnestly God's blessing upon our Order wherever it exists.

Yours in T. T.,

MRS. W. H. S.

ANDREWS, Ind., May 27, 1894.

Editor Railway Conductor:

No doubt some one would be pleased to hear from our little Division, which, at the present time is flourishing. We are increasing in numbers all the time.

Friendly Hand Division No. 125, O. R. C., have recently purchased a building in which to hold their meetings, and, as we also meet in their hall we will help them to furnish it. Each member of our Division has pledged herself to earn \$10, and in whatever way any one may decide to earn this sum we are all expected to help her. I give this plan, thinking some other Divisions may also profit by it. Sister F. W. Wells gave a supper April 24th, which was a success socially and financially, she realizing twice the sum she was to earn. May 25 Sisters Sullivan and Thornburg gave a ball which was also a success, and as people must always eat, Sister Romy served ice cream and cake, also coffee and cake. So you see our plan works nicely, but I would make a suggestion to larger Divisions, that is, they need not pledge so large a sum. I enjoy reading the Woman's Department so much. I will close with best wishes from our Division to all sister Divisions,

Yours in T. F.,

MRS. JESSIE GUNN.



COVINGTON, Ky., May 2, 1894.

Editor Railway Conductor:

I was interested very much in Brother Welch's article on seniority in the April CONDUCTOR. While everything that Brother Welch says is true, we do not think that he said enough, or got to the bottom of the subject.

A great many people, when they talk about seniority, do not mean it. They want seniority for themselves but do not want it for anyone else. They want the B. R. T. to abolish it, but do not want the O. R. C. to abolish it.

Let "What is sauce for the goose be sauce for the gander." Let us abolish seniority in our own ranks before we ask a sister organization to abolish seniority in our favor. While we believe most heartily in the principle "once a conductor always a conductor," we believe equally as heartily in the "survival of the fittest."

It is difficult to find, engaged in any of the various occupations of life, two men of equal merit. The surgeon or lawyer of superior ability would not be debarred on account of "age" from surpassing his colleague and achieving greatness for himself. The mechanic of superior skill should be recognized and advanced beyond his inferior companion to a position commensurate with his skill and ability. The railroad conductor should be allowed to "profit by his experience" and to be elevated to a more desirable position as a reward for acceptable service. With seniority in our own ranks it is not only possible but altogether probable that many of our number, whose hair has become whitened by time, whose physical condition has been impaired by the ravages of disease or by accident, would be denied the privilege of making a living for himself because he would be denied a position, the duties of which, on account of his weakened physical condition, he is able to perform.

Abolish seniority and every conductor has an incentive to render the best service possible. With seniority, the indifferent one resting secure in the thought that when his turn comes he will be advanced, makes no effort toward improve-

ment. In turn he is advanced, but being careless and of dull perception, he fails to comprehend the many finer details of the new position to which he has been advanced, he neglects his personal appearance and in many ways fails to render satisfactory service, and is, in consequence, discharged. He has, perhaps, kept some good man down and has wronged himself by not being content with a position that he was competent to fill.

It may be urged that in the event of the abolishment of seniority the railway superintendent would have the opportunity to ring in "his sisten his cousins and his aunts," but we say emphatically, that that is an evil that can much more easily be controlled than the evils by which seniority is surrounded.

Men engaged in any other occupation than railway train service are permitted to enjoy the advantage of friendship formed in the past with those who are able to advance them to a better position. If a railroad conductor is not permitted to profit by such friendship, then there is no use of his having any friends. We do not mean to say that a superintendent should be able to discharge a man to make a place for a friend, but we do mean to say that when a vacancy occurs he ought to be able to fill it with whomever he pleases, so long as he is an experienced conductor and a member in good standing of the Order of Railway Conductors.

Let us, as conductors, abolish seniority. We can then demand of the management of any railway system in the country that they make no contract with others that embraces seniority. This will in turn force the B. R. T. to do what they should have done long ago, viz.: demand of the various managements that no green brakeman be employed so long as men in good standing in that Order can be secured. The effect of this would be to stop the wholesale making of railroad men and would at the same time insure to the brakemen that, while promotion came a little slower when it did come it came first to the worthy man and that he was then a conductor and no longer a brakeman. Yours in P. F.,

M. O. FELNER.

FORT WILLIAM, Ont., May 13, 1894.

Editor Railway Conductor:

The very pleasant (or unpleasant) duty as CONDUCTOR correspondent has been conferred upon me by Kakabeka Division No. 286. The members took advantage of my absence from meeting to put me in this position, little dreaming what they would receive in future. Our Division seldom makes mistakes; let us hope this selection may prove no exception to the rule.

Our Division is in a prosperous condition at present, there being a membership of twenty-five, which is quite large, considering the country. Before Chapleau Division No. 223 was divided between North Bay and Kakabeka, our roll was somewhat smaller. Division No. 223 had their Division room and paraphernalia destroyed by fire a short time ago, consequently, some of the Brothers went to North Bay and the remainder of them came to No. 286.

We have now a very good Division, all "A 1" members, and any Brothers coming this way will find them as such. They must have the work with them and they will find warm friends in our country. Times have been very dull here, but, since navigation on the lakes has opened, we have hope for an improvement. We are glad to see the interest taken in the discussion of capital and labor, as these, to us, are matters of great importance. We must have a better system of legislative law and one more easily managed than the one laid down in the present constitution. It is crude and unworkable, as one of our Grand Officers puts it, and that is a very good description of it.

Some of our Brothers here have gold on the brain as they are talking of going to Rainy River to get a few car loads; they were also going to raise a Coxey Army of themselves and go to India, but they have changed their minds, as walking is not very good over the water route.

It is singular how our Brothers can adapt themselves to almost any occupation, some can ride a bicycle, others beat a drum; but seldom can we find one sailing on a magnificent C. P. R. palace steamer, at the "Hazard" of his life, on a stormy sea, as one of our Brothers of Division No. 345 did. Like all railroad sailors, he threw up everything but his situation. We wish him every success. I hope our cipher correspondent will give his address in full so he can be reached in case of emergency. It is important. Everything is running smoothly with us here at present.

I remain

Yours in P. F.,

"THE BIG FISH."

HAGERSTOWN, Md., May 7, 1894.

Editor Railway Conductor:

Having been duly elected your correspondent, it is probably time I was making something of a showing through the CONDUCTOR for Hagerstown Division No. 354. We have a bright little Division of about thirty-five members, officered as follows: J. L. Clements, C. C.; C. S. Grant, A. C. C.; G. H. Sheets, Sec. and Treas.; Bro. Seigman, S. C.; Bro. Wolf, J. C.; W. H. Dilworth, I. S.; H. A. Derr, O. S.; F. P. Cord, W. G. Lucas and T. B. Davis, Division Committee.

Yesterday was our regular meeting day, but I regret to report that only nine of the Brothers registered in at the Division room. Something is certainly wrong when those of us who can attend meetings as well as not, will not do it. We can not prosper in this way, and if all the Brothers exhibited the same spirit in a very short time all our Divisions would be closed. Why would it not be a good plan for each Division to keep a record of attendance and make a formal report thereon every quarter. Any reasonable excuses could then be accepted, while those who could attend as well as not and would not, could be published. I hope to be able to announce in my next letter that the Brothers are becoming more interested and attending regularly. We also hope to improve our singing, as Bro. Lucas has promised to bring his tuning fork for the next occasion.

Yours in P. F.,

T. B. D.

CLEVELAND, Ohio, May 5, 1894.

Editor Railway Conductor:

For one, I am not in favor of an arbitration law, and, until someone convinces me that we will be benefited by such a measure, I must oppose, with what influence I may possess, any move in that direction by Division No. 14. We have everything to lose and nothing to gain by the change. It would take from us our only weapon, the right to strike, and leave us at the mercy of the dominant political machine which would have its price, as of old. In my way of thinking, the less we have to do with politics the better. The money it would cost to send delegates first to one extreme of the country and then the other, had much better be used to pay the assessments of some worthy Brother or to supply someone with the necessities of life. It strands every Division in hand to be on guard against needless expenditures, as, if times continue to grow worse, we will need every dollar that can be raised in the very near future to be used in charity. In 1890, at Rochester, N. Y., we

were made a labor organization with a protective platform. Let us not surrender our independence by advocating an arbitration board. Let us be ready to move forward, but never backward. Our motto should be, "Get the best rate of pay you can, but, above all things, hold on to that which you have." The only way to secure a good schedule in these times is to hold the winning hand. I believe an arbitration board would be a great card for the railroad companies. I may be wrong, and am open to conviction, should any Brother see fit to undertake the task.

Yours in P. F.,

O. N. POMEROY.

INDIANAPOLIS, April 4, 1894.

Editor Railway Conductor:

May I ask for space to say something regarding the promotion of Bro. Frank Campbell, Chief Conductor of Division 92, to the position of train master, on the Peoria Division of the Vandalia system, with headquarters at Decatur, Ill. The promotion of Bro. Campbell will, I am confident, conduce largely to the Vandalia interest. As a conductor he had but few equals and no superiors. In his promotion we see fully illustrated the old saying, "If you expect to wear spurs you must win them." He is a young man in the prime of life, his general makeup being of such a high type that some day I hope to see him at the head of some large system. However, to attain it he must persevere, and in time he will triumph over all difficulties met with. The Order, and especially Division 92, have ample reasons to be proud of his attainments. We must all remember that only by strict application can we rise to such a position; remembering also that toil is the price of success; that we have a life's work to perform. Let us do it with our might, working now, working always, believing ourselves fully equal to the task, we shall always succeed.

Truly and fraternally yours, a well wisher of
F. L. C. A.

CHICAGO, Ill., April 23, 1894.

Editor Railway Conductor:

For the first time in my life of over seventy-one years, I feel compelled to write unpleasant things for the public press.

The task is especially disagreeable because I must say some unpleasant things about a member of a class of men I have been accustomed to think and speak so highly of.

As all the readers of your journal know, I stand a president of an association who are endeavoring to establish and maintain a home for aged and disabled railroad employees. This home has been

open now for four years. The generosity of the railroad men of the nation has enabled the managers to care for and make as comfortable as possible some over twenty of aged and disabled, destitute Brothers. Several of the younger and more energetic have been cared for and enabled to learn light occupations and are now filling responsible positions and making an independent living for themselves.

One engineer over eighty years old, who had out-lived all his relations and friends, was cared for as happily as he would have been had he been living with a son worth thousands of dollars, for nearly two years, by the home, until death took him.

There are now at the home several who have been paralyzed so as to be nearly helpless. These men are as tenderly and patiently cared for as though surrounded by families and relatives who might be able and willing to care for them.

The Brotherhood of Engineers, Firemen, Order of Railway Conductors, and Trainmen, are, and have been from the first, all represented in the benevolent refuge and asylum of this home. The writer has been more or less conversant with charitable institutions in his life, and he is compelled to say he never has known one that has been managed with so perfect impartiality as with such open, broad liberality to all, as this.

But with all this, he is pained to learn that one who has been an inmate and a receiver of its free hospitality for some three years, is now, after being discharged from the home because of conduct that would cause his expulsion from any lodge of any order of railroad men, traveling from lodge to lodge, trying to cast odium upon that home that has done so much for him.

The home has been compelled to turn three men from its doors because the manager and directors felt they must do so in justice to the kind-hearted men who have sent their free-will offering to care for disabled and worthy Brothers who needed help. Each one of these three men, if willing, could earn their own living. They loaded themselves upon the home to be supported by the contributions of their Brothers who were more willing to work. As guardians for sacred funds committed us, we could not consistently allow these men to remain at the home, taking the place needed for real helpless and worthy men.

We feel that a most sacred trust is imposed upon us. The members of the great Brotherhoods put confidence in us and rely upon us to see to it that the funds they contribute are not squandered upon unworthy persons.

If a man comes to the home and will not abide by its rules, will not try when able, and oppos-

tunity offers, to do something for himself, who is able to work and take care of himself, but will not, through laziness or ugliness; but designs to sponge his living out of railroad men through the home, then we feel the home is not maintained for him and the door is open for him to leave and give place for a more deserving man.

The door has been opened to three such men. As a consequence, the home has made three bitter enemies. But it is a matter of surprise that any railroad man, sharp as railroad men usually are, should for a moment be deceived by any of those expelled men. All that is needed is to question them closely. Take especially, Brother Nace, who has had a good soft thing for three years. Every time I have been at the home, up to within three months of his leaving it, he could not say enough in praise of it, and well he could not, for indeed it was a home to him. If the home was illtreating him he could have left at any time. He was under no obligation to stay.

We pity the poor man and will not detail the particulars of his expulsion. But that any one can be influenced by him against the home that took care of him for so long, is passing strange. I feel that I may justly say that I am too well known by the great railroad fraternity of this nation, to allow anyone to think I would remain connected for a single day with any institution that has for its aims such worthy objects as this home has, if there was the least shadow of suspicion of wrong.

It is a most sacred trust and one I undertake with great reluctance. I give my time and labor for it, without money or reward, other than a consciousness of doing some good to some unfortunate and helpless railroad man.

We cannot, in justice to those who place us in this delicate and trying position, allow unworthy men to live upon the funds you see proper to put into our hands for your unfortunate Brothers.

The door and the books and the records of the home are always open to any railroad man for the most careful scrutiny, and we invite it. All must expect, as long as poor human nature is what it is, do what we may for the best good of these unfortunates, there will be some who will complain because we do not do more. To them, all we ask is that no true railroad man will allow himself to be influenced to withhold his small pittance from the home, which is so surely helping so many good and deserving but unfortunate Brothers, because the managers of this home will not allow bums and drones to use up the funds sent for the truly helpless and deserving.

L. S. COFFIN, President.

ROODHOUSE, Ill., March 27, 1894.

Editor Railway Conductor:

As you have not seen any communication from Division 97, I take it upon myself to write a few lines for THE CONDUCTOR. I have noticed that our official organ is sadly lacking in correspondence from Divisions, and each and every member of the Order should do his level best to make THE CONDUCTOR the most readable journal of the kind that is published. By the efforts unitedly, of our membership, this can be done. Business upon the entire line of the Chicago & Alton R. R. is very dull, indeed, both in passenger and freight departments, and Brothers looking for employment will find poor consolation in coming here. The year 1893 and so far in 1894, have been the very worst for us since 1880, and various opinions are advanced as to the cause thereof. Some censure the republican party, some the democratic party, and some blame both parties, while still others claim that the road is not properly managed, and that the patrons of the road are mistreated, thereby decreasing the volume of business handled. Certain it is, that the employes were never subjected to such harsh treatment as during the past fifteen months, and the employe's wages are just simply "ought of sight." In February freight crews were allowed to make 2,030 miles; and for this month, March, they will possibly make 1,800. For the past six months our mileage has steadily grown "beautifully less" each month. How long we can exist in this way and keep out of debt is a conundrum, which is worrying us to no little extent. We appreciate what has been and is being done by the Order in various parts of the country for our betterment as to treatment and pay. You have all, no doubt, heard of the peculiar ideas of our General Superintendent in handling a fine railroad property like the Chicago & Alton; also, of how he handles the employes thereon. If it was not for the spark which is known as "hope," which is in every one's breast, we would be a sorry set, but as all things have an end we hope for better times and treatment here in the future. There can be no doubt in the mind of any person who knows, that we have been long suffering and very docile thus far in the drama now being enacted on the Alton railroad. Let each and every member of the Order see to it that he does his part, wherever he may be employed, to "get together" with the other brotherhoods for united action, to resist the "grinding process" which is practiced by railroad officials, to as great an extent as they dare, even going so far as to get the aid of the federal courts in their miserable and

unmanly actions, to stamp the toiler entirely out of existence. The time seems to be most opportune to teach both railroad officials and federal judges that "The People" are the ones whose grievances should be considered, and that they must and will be respected. Drop politics and religion in connection with your efforts to get unity of action for the universal good of railroad employees; if you have not discovered before that this must be done much good will be accomplished. It is high time that you study up on this very important point. Too much praise cannot be accorded our Grand Chief and his associates from the other brotherhoods in their actions towards Judges Jehkins and Dundy, and we firmly believe that their efforts will be crowned with success. Let your correspondence pour in to the columns of THE CONDUCTOR, help to make it interesting and profitable to the Order.

Yours in P. F.,

SQUARE DEAL.

HARRISBURG, Pa., April 29, 1894.

Editor Railway Conductor:

Dauphin Division No. 143 is beginning to sum up encouraging attendance and interest. At our last regular meeting we had a long list of names on the register, and quite a heated debate for the good of the Order, which I consider a good healthy sign. Quite a number of short speeches were made on different subjects of interest. The Division room is the place for members to have their say, to get up, and not sit as though they were glued fast to their chairs, and then after adjournment begin to find fault and call some one a kicker. Now my experience in all society work is, that the kickers are the workers, members who are not too lazy to do their part. I like these kickers, but there is a class called the grumblers, which far exceed the kickers. If all the grumblers in the world were summoned together, what an army of them there would be. (Coxey's army would be nothing to compare with it.) They are to be found in every trade, calling or profession. Grumblers are usually a lazy set, don't want to work themselves. They spend their time whining and complaining, both about their own affairs and those of others. They just attend meetings often enough to think they know something and they know nothing but to grumble. They are generally behind the age about a year, so they always find the tide of success against them, at any undertaking, even grumbling. But they are usually independent fellows, caring nothing for any one. They go it blind and find a hard road and a wide berth, and everything seems to scare them. They always see double and

there is always something awful about to happen. They have a great appetite for favors, as well as food, and therefore are always on hand to receive and accept any gift; their motto is, "Small favors thankfully received, larger one in proportion." They always claim a vast amount of notice by everybody, and are just a little bit better than anybody else. They are usually long lived in my opinion, and should therefore be cured of their disease as soon as possible. Let us desert the grumblers, or rather cause the grumblers to desert us, and stick to the kickers, and do something. We all have an opportunity to work and should grasp at it, but if we don't want to work, don't grumble. I have something in course of preparation for the good of our Division and Order in general, which, when completed, I will ask permission to put before the Division, and I hope will be a benefit to us. As correspondent to the CONDUCTOR I will try and let you hear from Dauphin Division every month. I consider that we are in an excellent condition in every way, as to membership and financially. Some of our members are well gifted with gab, consequently any visiting Brother lucky enough to come around to No. 143 will hear something.

Yours in P. F.,

Mox

ATLANTA, Ga., April 27, 1894

Editor Railway Conductor:

As Division 180 continues to say to me, write, I suppose I must do as they say and write you another letter.

I know this is the season of the year when poets indulge in their fanciful thoughts, of which we get the benefit (?) in the daily papers, but I am no poet and hardly know what to write. I told my wife that I had entered the literary field and was writing letters for our journal. She told me that she had a field in the shape of a garden which I had better enter, and hoe out the onions and English peas and all of our early vegetables, instead of writing letters during my leisure hours. As she never fails to give me good advice, her words put me to thinking, and I have just come to the conclusion that if I work in the garden I will be scabbing, for we have an old colored man we call Charley, who comes around about once a week and fixes up our garden, presents himself at the door for his pay, which he receives and goes off happy. Now I will ask any Brother if I go to work in the garden if I wouldn't be scabbing on old Charley? I have long since made up my mind never to scab. If any conductor has any doubt in his mind about this question please let me know through our journal. I heard that Brother

Latimer helped Charley plant his Irish potatoes. I reckon that was not scabbing, but so very, very close to it that in my opinion Brother Latimer had better stay out of the garden.

I have often thought if some of our poets could be a freight conductor, in the spring of the year, he could find many things to write about from the lookout of his caboose, as he glides along through the country viewing the many varied and beautiful sceneries which people cannot see from a passenger coach window. There are many enjoyments that a freight conductor has which a passenger train conductor is deprived of, but strange to say all of the boys want passenger runs. Some of our old passenger train conductors frequently speak with pride of their freight train days and their best stories are told about "when I was running a freight train, or working on the freight."

Well, brethren, we are all looking forward with much anxiety to the time when the Grand Division will meet in our city. I told you in my last letter of some of the boys who would call on you to show you around the city, and there are others who will call on you. Brother Wheeler Mangrum will call for you to go down to the N. C. S. & L. yards, where he is general yardmaster. Some of the old conductors say that Wheeler was switching cars when they used mules to switch with instead of engines, but he denies this charge and says at that time he was running a train on the A. & W. P. road, but he will explain that satisfactorily when he sees you.

Bro. Mike Land will call for you to go with him down to see the E., T. V. & G. boys, and when you meet them you will have met the finest set of O. R. C. men who ever run trains on the American continent, and if all of our Brothers would stand together like those boys do, the Order of Railway Conductors would soon be what our Grand Chief Conductor prays for every day—a perfect organization.

Brothers, are we standing together in these hard times as brothers should? Are we trying to find jobs for our unemployed Brothers? Are we giving them a word of encouragement when we meet them, or do we pass them by with a hurried good morning as if we were afraid they would ask some favor of us? Do we take our brothers who are strangers in search of work, into our homes (though humble they be) and introduce them to our wives and little ones, and make them feel at home and welcome, or do we ask them how they are fixed, and they answer "short," give them a quarter, point out a third class boarding house and tell them to go "hash up," hoping they will leave town before you meet them again. Does

our passenger train conductor go to a Brother on his train who is in search of work, and say to him, "the next station is our eating house, go to the sleeper and brush yourself up a bit, we are going to refresh the inner man;" or does he send a train hand to the car you are in to announce so "many minutes for dinner," and then himself help off his lady passengers, and they all go in and feast while you sit in the coach and be bored by peddlers sticking hot lunches under your nose and asking you to buy and you are compelled to tell a lie and say you do not want any lunch, when you are so hungry you don't know where you are going to stay that night. And after the train has left the station the conductor comes through and says to you, "why did you not go out to dinner," and you are compelled to tell another lie, and say "I am not hungry." Two lies on an empty stomach is as much as even a railroad conductor can stand. I will say more on this subject in my next letter.

I am as ever yours in P. F.,

MIKE MAHAN.

KANSAS CITY, May 5, 1894.

Editor Railway Conductor:

The past year and a half has pretty thoroughly convinced the American people that economy is necessary in all branches of business, if we should survive. I believe that it is time the Order of Railway Conductors were beginning to look around them and see if there is not some place where we can economize. I do not believe that it is necessary to have as many grand officers as we have at the present time. When there is a cut threatened upon a line of railway, we are cautioned about not being too hasty in resisting the cut. I believe that it is time that we were looking about in our own organization and seeing if we could not cut off a large slice of the expenses which we are now called upon to pay. Many of our Brothers are placed in positions that renders it next to impossible for them to pay their dues, pay for their card, and the assessments for insurance, say nothing of the large amount that many are called upon to pay for grievance committee work, and should they fail to pay either the assessment for grievance committee or insurance, the Division to which they belong must pay it or they stand suspended. I am satisfied that very much of our grievance committee work could be accomplished for one-half the costs if each member of said committee will pay strict attention to his business at all times, and I believe a large proportion of our membership are beginning to realize that fact. [We hope so.—ED]. I have read and heard a great deal

lately in regard to the claimed injustice that has been done to those who were engaged in the Lehigh Valley strike, both members of the Order, and those who were not members complaining alike. I am surprised at this, for I cannot understand what right those who do not belong to the Order have to expect pay from our treasury, and I believe the law very clearly defines itself as to how much and how long members shall receive compensation from our treasury. The Brothers of Division 356 claimed that Bro. Garretson promised all conductors who assisted the O. R. C. in the strike that they should be compensated for their adherence to our principles, by receiving pay until employed, regardless of how long that might be or how long they might choose to make it. This Bro. Garretson denies. If Bro. Garretson did make such a promise, I am satisfied that he is censurable for it. It is surprising to me that there are so many members of the Order that believe we ought to pay those who do not belong to the Order who went out with our members. I would like to know why they were not as much interested in the winning of the strike as were the members of the Order, and I do not believe it is just to expect a member to pay an initiation fee, annual dues, and all other expenses for years, and when trouble comes allow those who never paid a dollar into an organization in their lives, to receive the same protection from our Order. Now, if the law is wrong let us change it, and if the majority of the members say "we will pay all, regardless of what they belong to," I am willing to abide by that decision, but I do not believe that such a law can be placed upon our statutes. I have heard some complaint lately about our insurance department. For instance, assessing a Brother for two, three, or four months after he is laid in the grave. That most assuredly is unjust, and should be stopped. Then, again, having the widow or relatives of the deceased to wait for their insurance for three or four months. I believe that that should be arranged so that they would get it in sixty days, for if there is ever a time that they need the money it is just after the decease of the one insured, and I know to make this possible that it is absolutely necessary for every member in that department to be prompt in their remittances of assessments.

[Members of the Benefit Department are assessed only for such losses as occur between the dates upon which they became members of the Department and upon which they die or have a disability claim approved. If notice of death of a member is given, his certificate is never assessed except for losses which occurred prior to his death. This manner of assessing is necessitated by law. We all know it has the effect of giving a member some two

months' insurance before he is assessed. What is there unfair in his estate helping to pay the claims of those who died before he died even though the assessment became due after his decease? Now, let us see how about the waiting for their insurance money. We are glad to furnish some examples which, by comparison, show plainly the effect in that direction, of promptness and care on the one hand and of delay and carelessness on the other. Note carefully dates. Among the claims lately paid are the following:

F. J. Burrows,	died Oct.	'93,	claim approved May 2,	
J. O'Hare,	" Jan. 25, '94,	"	"	paid May 31
				Apr. 21,
				paid May 31
I. B. Laville,	" Feb. 11, '94,	"	"	Apr. 27,
				paid May 31

In each of these instances the delay was caused by difficulty encountered by Insurance Committee in giving complete proofs. These are not extreme cases but are fair samples and of recent date.

The following show the result of prompt action in getting in correct proofs:

M. J. Gilmore,	died Apr. 14, '94,	claim approved May 14,	
			paid June 1
Willis Wade,	" Apr. 27, '94,	"	May 18,
			paid June 1

In the one case forty-seven days between the death and payment of claim, in the other case but thirty-four days.

Promptness on the part of members in paying their assessments will, as Brother Welch says, render it possible for the Department to pay promptly.—Ed.]

Another fault is allowing members who do not belong to the benefit department to vote in the Grand Division upon questions pertaining to the insurance department, and it is a well known fact that there are many who never carried a dollar of insurance in their lives, who never miss an opportunity of voting other members' money away. This is an injustice and should not be tolerated for a moment. If it is just for all to vote on insurance questions, it is most assuredly just to compel all to take out insurance.

The permanent member question is something that is agitating many of our best Brothers at the present time. It is a well known fact that there are many permanent members who never miss attending the G. D. who have for years been out of railroad service. They would like to make us believe that they have the same interest in our welfare and in our business that you and I have who have to follow railroading for a living. I would like some of them to give me an argument strong enough to prove to my mind where the moral right for them to vote upon questions of vital interests of the railroad man of this day and age, comes in, but they are ever ready to tell us that we must not infringe upon a right that was given them years ago.

Now, I do not wish to attack the P. M.'s simply because they are P. M.'s, but I do wish to see each Division represented by a member who has been elected by the members in the year that the

G. D. should meet, and not by members who were made ten or fifteen years ago. Take a Division of 250 members, say they have one permanent member, they have elected a delegate and instructed him on many questions that they wish him to bring up and vote upon in the G. D. His instructions are from 248 members, the P. M. is probably in some other business than railroad-ing. He is opposed to the questions that the delegate is instructed to vote upon, and he votes directly contrary to the regularly elected delegate. I would like to ask, does he not defeat the wishes of 249 members? You know he does; and that is what they call justice. Now, let us do away with the permanent membership, at least, let us make it impossible for them to cast their vote in the G. D. unless they come there as regularly elected delegates.

I believe that if the members will sit down and think calmly for awhile that they will agree with me, that to abolish the card would be a step in the right direction. I know many of the arguments that will be presented, that it is your own fault if it is abused; but I want to say to you that if you abolish the card and compel your membership to be thoroughly posted in order that they may be able to establish the fact that they belong to the Order, you will improve your membership and increase your attendance a hundred per cent.

I wish that we could have the members take more interest in the Order than they do. I will wager that out of something over 22,000 members the monthly attendance will not average 8,000. I doubt if it will average 5,000. My experience has taught me that the greatest kickers and the ones who find the most fault with both grand and local officers are the ones who attend the Division meetings the least. They want to know why you didn't do this or that? Why do you not come to the Division meeting and do something yourself? Let us hear from you.

Yours in P. F.,

W. WELCH.

KNOXVILLE, Tenn., April 24, 1894.

Editor Railway Conductor:

Some Brother signing himself "Irregular" in the March CONDUCTOR, gives the rest of "the boys" a good word from Division 139. In my mind it would be a good plan to have a regular correspondent from each Division, as it is interesting to hear from each other in this way. I

make it a point to read every letter in our department and am greatly profited thereby. Hard times is all the cry in this section, and business will be lighter still, now that all the coal miners have gone out. We who are employed on the E. T., or "streak" as it is known to many, are working under a reduction again. I cannot understand why the men should be expected to help the roads pay debts they (the men) did not help to make. The roads don't increase our wages when they are paying large dividends. To me it seems like hard treatment on the part of the company and I can find no reason for it other than a desire to force down our pay by taking advantage of the times. We have ourselves to blame for a good portion of this, since we do not make full use of all the means within our power. Capitalists are eager to secure the election of men who will care for their interests and labor should not fail to profit by this example. We can and must make ourselves felt at the ballot box or we are "goners, world without end."

Your correspondent would be pleased to see a Division of the L. A. established here, feeling certain it would be of much benefit to all concerned. Our attendance is not what it should have been considering our membership, the slack business and the fact that we meet on Sunday afternoons. Turn out to the meetings, Brothers, you cannot afford to fail in this great work. It has done and will do great things for us if we only stand by it.

Those judges who were not afraid to stand by the railroad men can have anything they want from us by asking for it; they are the right men, rightly placed. May the day speedily come when we all can have superintendents like Mr. Brown, of the Fall Brook.

It is my opinion seniority would lose if put to a vote in this territory now. Let a man stand on his merits and not have to be always going back to the bottom of the ladder to do it all over again. All of us who can should go to Atlanta in '95 and walk to town with Bro. Mahan, strong in his assurance that we shan't get lost nor go hungry.

One of our bachelor Brothers has accepted a position in a prominent shoe house of this city. All the boys will soon know where to find Horace and know he will treat them right.

Yours in P. F.,

WATANGA.

MENTIONS

Division card No. 5598 is held by D. A. Whe-
don, an expelled member, and any Brother to
whom it is presented should take it up and return
it to this office.

Bro. A. G. White, of Division 96, has aban-
doned railroading for the time being and is now
representing the Enterprise Manufacturing Co.,
of Sandwich, Ill. May success attend his new
venture.

A man well up in the work of the Order has
succeeded in imposing upon some of the Brothers
in West Virginia, by representing himself to be
Bro. J. T. Flaherty, of Division 200. His repre-
sentations are false.

Bro. E. G. Gay, of Division 157 has become
the proprietor of a fine hotel at Farmington, Me.,
where he will be pleased to welcome old friends
as well as new. All will wish him a full measure
of success in this undertaking.

Henry H. Miller is anxious to learn the present
address of Bro. James Griffith, supposed to be
somewhere in Texas. Any one who possesses the
desired information will confer a favor by com-
municating with Mr. Miller, corner of Main and
Front streets, Baton Rouge, La.

Bro. J. H. Womack, of Winslow, Arizona, is
desirous of hearing from his brother, Geo. W.
Womack, who was braking on the Idaho division
of the N. P. when last heard from. Anyone hav-
ing the desired information will confer a favor by
communicating with Bro. Womack at the ad-
dress given.

Bro. T. J. Preston, of Division 188, is a candi-
date for railroad commissioner, subject to the de-
cision of the Missouri republican convention, to
be held at Excelsior Springs Aug. 15, next. Bro.
Preston is abundantly qualified to fill this honora-

ble position with credit to himself and the Order
and the voters of Missouri can make no mistake
in giving him their suffrages.

At the regular meeting of Division No. 283,
held at Fort Madison on the the 3rd inst., resolu-
tions were adopted expressing the regret of the
members at the departure of their general super-
intendent, H. R. Nickerson, for other fields of
labor and their hope that he might be as success-
ful in the new work as he had been in the old.

The members of Susquehanna Division No.
331 celebrated the second anniversary of their or-
ganization on the evening of May 26 last. A
pleasing program was presented, the evening's
entertainment closing with an elaborate banquet
that was most thoroughly enjoyed by all present.
It was a happy gathering and one that will long
be held in memory by the members of 331 and
their friends.

The members of Division 125 have purchased a
building and are fitting up the hall on the second
story for a Division room. Much assistance has
been rendered them by the ladies of Leap Year
Division No. 16, L. A. to O. R. C., they having
furnished the hall with a fine carpet and curtains.
These two organizations now have a home of
their own in which they take just pride, and are
to be congratulated upon the enterprise they have
shown in securing it.

Miss Cora, daughter of Bro. Mart Clancy,
member of our Board of Trustees, was united in
marriage to Mr. Frank Ray Musser, at the home
of her parents in Kent, Ohio, on Wednesday
evening, June 6th. It was a pretty wedding and
these worthy and popular young people were
started in life together under the brightest aus-
pices. The Conductor joins with their hosts of
friends in wishing them continued happiness and
prosperity.

The editor wishes to acknowledge receipt of an invitation to attend the union picnic given by the members of Division 131 and the local members of the B. of L. E., B. of L. F., S. M. A. A. and B. of R. T., on May 23 last. The trip was from Little Rock to Benton and return, and under such management could not have been other than enjoyable. It would have been a pleasure to accept this cordial invitation but press of official business made it impossible.

We beg to call our readers' attention to the large advertisement of Moore & Evans, beginning with this issue. This firm advertises a good watch at a price that comes within the reach of all railroad employes, and guarantees that same will pass railroad inspection. We cannot vouch for the goods but feel that we can for Moore & Evans, as their rating is high, and are reputed to us to be straightforward, honorable business men. They make a safe proposition—to send goods by express subject to examination, and we believe our readers will do good to investigate their claims, if in need of a good, yet low priced watch.

We have ascertained definitely that counterfeits of our Division card have been made and some of these counterfeits are in the hands of persons who have never been members of the Order, as well as some who have been suspended or expelled from the Order. The counterfeit is a poor one and a careful observer would readily detect it, but in order to do everything in our power to protect our members against imposition in this way, we have arranged to issue a new card. The old card is a sort of cream color, made by Gast & Co., of St. Louis. The new card will be radically different in color, will be steel plate work, made by S. D. Childs & Co., of Chicago, will bear the patented emblem of the Order, and in addition, will be copyrighted. Any counterfeiters of it will be prosecuted to the fullest extent of the law. These new cards will be issued here for all holders of 1894 cards and will be sent to Division secretaries with instructions to exchange with their members. No new cards will be given out except in exchange for old one returned. Members are advised to arrange with their secretary for exchange between now and July 1st, as members will be advised to give no recognition whatever to holders of the old card. You can get full information on this subject from your Division officers.

During the past month three conventions of the first importance to the railroad world have

been held in this country. All of these meetings were secret and all the information we have been able to secure of the work done has been such as was given out to the daily press. The B. of L. E. convened in St. Paul on the 9th, and continued in session twenty-two days. Among the many important things accomplished by this Brotherhood was the incorporation of its insurance department independent from the Brotherhood itself, under the supervision of A. B. Youngson, President; Lewis Zeigenfus, Vice President; H. C. Hayes, Sec. and Treas. and a board of trustees. The plan of system federation adopted at Cedar Rapids in April, 1892, and later amended at the meeting in Chicago, was adopted by the convention for the Brotherhood. The terms of office of all the principal officers save Grand Chief Arthur having expired, it is pleasing to note that all were re-elected with the exception that Bro. Hayes' accepting the office of Secretary and Treasurer of the insurance department must cause the surrender of his position as editor of the *Brotherhood Journal*, as his entire time will, of necessity, be devoted to insurance matters. C. H. Salmon was elected to succeed him as editor of the *Brotherhood Journal*. The next session of the Grand Division will be held in May, 1896, at Ottawa, Ont.

The Switchmen's convention was held at Evansville, Ind., and a great deal of surprise and conjecture was precipitated by the unexpected disappearance of W. A. Simsrott, Grand Secretary and Treasurer. After several weeks of anxious search he was found, according to the newspapers, in a Chicago Home where he had been under treatment. His friends assert that his mind is affected but a few weeks more will bring a full return of all his faculties. It is claimed that his accounts were perfectly straight and counter claims of large shortages are made. It is certainly to be hoped that the examination of his accounts will show him to have been at all times true to the trust reposed in him. The Business Men's Association of Evansville sought to secure the removal of the headquarters to that city, and the inducements offered were so potent that the plan now is to make the change July 1 next. It seems that an entirely new corps of officers were elected by this body, the successful ones being M. W. Barrett, Kansas City, Grand Master; J. R. Farr, Buffalo, Vice Grand Master; J. M. Murphy, Birmingham, Ala., Secretary and Treasurer. The duties of Secretary and Treasurer will hereafter include editing the *Switchmen's Journal*. The CONDUCTOR bids welcome to these new officers upon their entering

the field, but at the same time feels regret at seeing Bros. Wilson and Downey retire, as most pleasant official relations have been established with them and they have made many warm personal friends among those with whom they have been associated in a business way.

The O. R. T. convention was held in Denver and many radical changes in the constitution were proposed by the delegates. As to what was done regarding them we, of course, know nothing. Serious charges were made against Grand Chief Ramsay and the great interest of the gathering centered in the fight made on him and his administration. It seems, however, that of all the charges made against Chief Ramsay none were substantiated and the convention, by an unanimous vote, exonerated him from blame in any of the matters covered by these charges. The convention also made some radical changes in its board of officers, the following being selected: W. V. Powell, Wichita, Kan., Grand Chief; M. Dolphin, Kansas City, Assistant Grand Chief; J. Weatherbee, Denver, Grand Secretary and Treasurer. Powell defeated Ramsay for the office of Grand Chief by a majority of three votes. Weatherbee was the only one of these officers to secure a re-election. J. R. T. Auston, of Dallas, Texas, succeeds A. G. Thurston as editor and manager of the *Railway Telegrapher*.

It is to be hoped that events will prove the action of all these conventions to have been wisely taken and that it will result in great good, not only to them but to the labor world in general.

* *

() A reward of \$100 is offered for the arrest of one Louis. Aucion, spelled Ancoin on the books of this office, a suspended member of Division No. 175, who recently left some of the members badly in the lurch. Ancoin was convicted of "grand larceny after trust" and when sentenced to seven years in the penitentiary therefor, disappeared, leaving the Brothers who had signed his bail bond to pay heavily for their faith in him. He was also in debt to the Division, partly for borrowed money. Ancoin is a Creole Frenchman, about 36 years of age, of medium height and dark complexion. He has been a conductor for several years and has run trains on a number of southern roads. Members of the Order will do well to be on their guard against him and anyone learning of his whereabouts should at once communicate with Pryde & Hedrick, Memphis, Tenn.

* *

The following act which is now law in the state of New Jersey, speaks for itself and is the

fruit of efforts on the part of labor organizations. This is a sample of what can be accomplished by united effort :

1. BE IT ENACTED by the Senate and General Assembly of the State of New Jersey, That no corporation doing business in the state shall, through any manager, agent, superintendent, or employe thereof, make, as a condition of employment of labor in any branch of its service, that any applicant or applicants for such employment shall, either individually or collectively, be required to sign any paper, document, or writing of any description, by which an obligation is made or implied of renouncing existing membership in any organization, society or brotherhood, or by which a promise is given of not joining such organizations at any future time.

2. And be it enacted, That no corporation shall in like manner require, through any of its managers, superintendents, agents or employes, that any individual or individuals shall, either individually or collectively, in any manner promise to renounce existing membership in any lodge, brotherhood, or labor organization of any kind, or promise to refrain from joining any such lodge, brotherhood, or organization at any future time.

3. And be it enacted, That any violation of the above act shall be punishable with a fine not to exceed five hundred dollars or three months' imprisonment, or both, as the court may direct.

FT. SCOTT, Kas., May 20, 1894.

Editor Railway Conductor:

I do not know if No. 165 has a correspondent or not, but as I never see anything in THE CONDUCTOR from here I suppose not.

We are not as dead as we seem. We are abreast of the times and always strive to keep posted on the issues of the day. Business, I believe, has held up better here than on the majority of roads, and if this weather continues we may expect an enormous business this fall and winter, as the farmers say they cannot remember of ever having had a better prospect for crops than they now have.

No. 165 adds to her membership occasionally. Brothers C. C. Miller and Jno. Nichols have lately been elected to become members of this Division by transfer card. Chas. Sieber has had his application in for some time, but seems to be afraid to make the start, although he need not be, for on account of his size we will be easy with him.

Brother Delano and wife while out driving had the misfortune to be thrown from their buggy. Mrs. D. was pretty badly bruised up, but "Bud" did not fare so badly.

Brothers J. T. Crutcher and E. B. Sprague have just resumed work, after being laid up a week or two with rheumatism.

Yours in P. F.,

HIGH POCKETS.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, June 1; Expires July 31, 1894.

Assessment No. 281 is for the death of M. J. Gilmore, April 14, 1894.

Assessment No. 282 is for death of E. J. Pearson, May 7, 1894.

BENEFITS PAID DURING MAY.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
685	\$2,000	Death	W. A. Chamberlain	Accident	1950	B	226
686	3 000	Death	J. O'Hare	Cancer	1982	C	37
687	3,000	Death	H. L. George	Apoplexy	4026	C	312
688	3,000	Death	I. B. LaVille	Gen. Debility	3790	C	135
689	3 000	Death	C. Kimmell	Accident	448	C	193
690	1,000	Dis.	P. B. Baker	Loss of Foot	741	A	178
691	2,000	Dis.	W. B. Cox	Loss of Arm	2364	B	89
692	1,000	Death	F. J. Barrows	Consumption	628	A	76
693	1,000	Death	J. T. Gallagher	Gangrene	4665	A	124
694	5,000	Dis.	D. G. Tenbrook	Loss of Foot	39	E	43
695	3,000	Death	S. DeBray	Accident	3392	C	143
696	1,000	Death	W. H. Erb	Accident	4003	A	164

NUMBER OF MEMBERS ASSESSED.

Series A, 4,842; Series B, 2,697; Series C, 4,839; Series D, 1,365; Series E, 91. Amount of assessment No. 281, \$26,457; No. 282, \$26,668. Total number of members 12,927.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to April 30, 1894.....	\$1,574.564.00
Received on Expense Assessments to April 30, 1894.....	25,995.00
Received on Applications, etc., to April 30, 1894	26,997.78
	\$1,627,556.78
Total amount of benefits paid to April 30, 1894.....	\$1,565,376.00
Total amount of expenses paid to April 30, 1894.....	59,145.35
Insurance cash on hand April 30, 1894.....	2,035.43
	\$1,627,556.78

EXPENSES PAID DURING APRIL.

Assessments refunded, \$8.00; Postage, \$129; Incidental, \$1.00; Salaries, \$376 67; Fees returned, \$16.00; Stationery and Printing, \$23.50. Total, \$554.17.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 277 to May 20.....	\$24,095.00
Received on Assessment No. 278 to May 20.....	23,955.00
Received on Assessment No. 279 to May 20.....	11,301.00
Received on Assessment No. 280 to May 20.....	3,455.00

WM. P. DANIELS, Secretary.



BITVARY

Hitchcock.

Bro. and Mrs. C. Hitchcock have lost their only child, a bright little boy 2 years old, by bronchitis. The Sisters of Division No. 44, Ladies Auxiliary, desire to express their sympathy in their hour of sorrow.

Joyner.

Mrs. Dora Joyner, beloved wife of Bro. A. F. Joyner, of Division 271, departed this life April 21st last, at their home in Chadburn, N. C. The heartfelt sympathy of his Brother members goes out to him in his great affliction, and in this the Order generally will join.

Rowland.

At a recent meeting of Huron Division No. 121, resolutions were adopted expressive of the sympathy of the members with Bro. Richard Rowland in the death of his beloved wife.

Gordon.

Bro. B. G. Gordon, member of Division 103, died in Stockton, California, on the 15th of April last. Deceased had reached the age of 50 years and had been suffering from consumption for some time. He was an honored and useful member of his Division and of the Order and was held in high regard wherever known. For many years he had served the I. D. & W. R. R. in the capacity of conductor, and was looked upon by the company as one of its most valued men. A loving wife and two boys are left to mourn his loss, and to them will be extended the sincere sympathy of the Order.

Dewer.

The home of Bro. N. A. Dewer, of Division No. 7, has been desolated by the death of his beloved wife. At the regular meeting of the Division, held May 7, last, the loving sympathy of the members was extended Brother Dewer in his hour of supreme sorrow and in this the membership generally will join.

Roosa.

The charter of International Division No. 48 is draped in mourning for the death of Bro. Derrick Roosa, who was called from this life after an illness of only a few days' duration. Resolutions of condolence with the sorrowing wife and family were adopted by his Division and by the members of Detroit Division No. 44 L. A. to O. R. C. The funeral

was attended by the members of both divisions, the ladies sending a beautiful floral piece in memory of the departed Brother.

Granger.

Mrs. C. L. Granger, of Division No. 44, Ladies Auxiliary, has been called upon to mourn the death of her father. At a recent meeting a letter of condolence was sent to the bereaved Sister expressing the sympathy of the members.

Tabler.

Word comes from Greytown, Nicaragua, of the sudden death of Bro. R. C. Tabler, of Division 159, on February 9th, last. At the time of his death Brother Tabler was a resident of Bluefields. He had been in good health apparently but fell dead while standing at the hotel lavatory washing his hands. Deceased was part owner of one of the most valuable gold mines in that district and at the last account no relative had been found to succeed to his estate. Search is now being made in the neighborhood of Glasgow, Mo., in the hope of being able to find some member of his family.

Hill.

On the morning of May 19, last, Brother Nicholas Hill, of Division 290, was killed in a wreck at Sand Stone Tunnel, about sixty miles east of Paducah, Ky. Brother Hill was in charge of a pile driver, but at the time of his death, was out on the line with a crew of eight men, picking up piles. He had sent a flag back about ten miles to notify train No. 603 that he would be at the siding about one mile east of the tunnel and the flagman claims to have delivered the order. When 603 reached the siding and did not find Brother Hill there, they did not wait but ran on and the two trains met in the tunnel. All the men on 603 left the engine and escaped unhurt. Bro. Hill had some flats ahead of his engine and he and his men were thus caught between the two engines with no possibility of escape. Seven of them, including our Brother, were instantly killed and two were badly injured but will recover. Deceased was a valuable member of the Order and his untimely death will be mourned by all. He carried both life and accident insurance besides his policy in our Benefit Department, consequently his family will be provided for.

THE RAILWAY CONDUCTOR.

VOL. XI.

CEDAR RAPIDS, IOWA, JULY, 1894.

NO. 7



CONTRIBUTED.

A NERVY CONDUCTOR.

BY FRANK A. MYERS.

At the fierce command to throw up their hands, and perceiving the unholy gleam in the villain's eyes, Engineer Balsley lifted his hands. That, of course, was the wish and expectation of this human probability. He flashed his eyes, full and fierce and glaring, the next instant, upon Fireman Jones. But Jones' hands had not gone up as promptly as he anticipated. Indeed, Jones acted like one with fight to the death in him. With the alacrity of a man of instant decision and as prompt in action, Jones made one long stride toward his seat, beneath the lid of which were some tools, a good wad of waste, an oil can or two, a few links and coupling pins and a harsh-looking revolver in a till. The bloody-minded devil saw the movement, and knowing well what it meant, formed his decision instantly. From the revolver in his left hand he began firing rapidly at Jones, and never ceased until he had emptied the five chambers of his weapon. At the very first shot Jones straightened up. Then he groaned:

"God of mercy!"

He staggered. But the leaden hail continued to fly into and through his sacred body. He fell near the place of exit from the engine, his head and arms and shoulders hanging out. All the time the train was flying. The first shot into the body of poor Jones was fatal, penetrating

his heart—that heart that would never again love dear Dollie on this earth—never! never!

The right-hand revolver not once, through all this tragic action, was removed from the face of Engineer Balsley. Helpless he sat by and saw his friend and co-laborer shot to death. Rage, burned in his very soul; but what could he do? To move was instant death to himself, and that would in no way help the slain, cruelly, willfully slain, Jones. And he said not a word, nor made one move—paralyzed with terror. Was Balsley a coward? No! Perish the thought! But put yourself in his place, and—well, what *would* you do; how would you act, with no time allowed you to think, taken unawares, and wholly disarmed? I imagine you would do just as Engineer Balsley did—you'd do nothing, until you regained yourself.

At this moment the engine gave a heavy lurch, and the dying Jones, his body already on the point of tipping out, slipped further out, clung a second, and then dropped down—down to the rails below—down to the awfully grinding wheels. He was fearfully and shockingly mangled. It was a God's mercy that the poor fellow did not know it was coming on him. The awful pain and soul-stabbing shock that tortures the conscious man, falling to inevitable death in a horrible manner, were not his. But the idea of his being

murdered, and then in consequence this horrible mutilation coming upon him—who does not want to slay the brute, does not wish to send him down to instant perdition, does not feel like chopping him into fragments and sowing the same to the four winds of heaven? But it is not ours to impose vengeance upon others; that is reserved to Him who rules all things and gives us our lives, Him who spares us from many impending dangers and blesses us with friends and comforts, Him who sees the depths of our hearts and knows all our thoughts. Alas! poor Jones! His body was ground to fragments just after rounding the sharp curve, near some rocks that projected from a picturesque little bluff.

After killing the fireman the murderer, the vilest of the vile, felt he had blood enough for one time on his red hands. Moreover, he knew himself better able to cope single-handed with the engineer, and was, therefore, not inclined to take his life.

Not knowing just what his two pals were doing, he determined to capture the train himself and then rob it. This was a conclusion he reached as he saw the success of his decisive work so far. With a will for anything he regarded himself equal to any undertaking.

"Run this train across Indian river bridge," ordered the demon, still looking over his revolver into the face of the engineer, who was now recovering himself.

Without one word of response Balsley put on the air brakes, and proceeded to stop the train on the hither side of Indian river, quite the contrary of the command of the devil over him. The murderer did not understand but what the engineer was complying with his orders, until he perceived that the train was slowing up. With impetuous haste he thrust the weapon into Balsley's face, evidently intending to send a leaden ball crashing into his brain, but a sudden thought possessed him and he recalled his hasty intention.

"You devil!" he roared.

Now he sprang forward and pushing Balsley aside grasped the throttle lever and threw the throttle-valve wide open. But the train would not move forward. The air-brakes were on.

Now, all that you have been told occurred in a very short space of time—not more than five minutes—and the desperation of the affair exacted instant conclusions and speedy action.

And where were the other two villains, and what were they doing during these five minutes that were in throes bringing forth such exciting events?

For about one minute they stood undecided on

the platform, from which their partner descended into the engine cab with such fatal results; but the next minute they proceeded to action. They coolly opened the door and with a revolver in each hand entered. They had expected every man to surrender at the very first word, and Tom Steele, the doughty conductor, thinks they were taken aback a little at the warm reception they received.

At that moment—a thing that seldom occurs—both the baggage and expressmen were out, and Tom Steele and the brakeman, Bob Ireland, were the sole occupants of the coach. They were standing conversing together about a certain particular report Steele had to make at the end of this run, and had their backs to the door through which the two well-armed robbers entered.

But Steele, as if by intuition, caught the sound of the open door—a rush of noise suddenly burst in upon his ears—and he looked up quickly. Two strangers—revolvers—bad looking fellows—something desperate on hands—all flashed through his quick brain like a shot. All at once there was an animated, nerved, resolute, rigid air upon him, and Bob Ireland perceived the instantaneous transformation. What—what was the matter? He looked and saw. Instant in action Steele reached for his pistol in his hip pocket. Bob Ireland did the same.

"Throw up your hands," demanded one of the robbers, advancing and leveling his revolver. The coach kept up its uneasy lurching motion, and the four men confronting each other were just a little unsteady on their feet.

"Throw up your hands," yelled the second cut-throat.

"Never!" shouted Tom Steele, pulling his "pop" and flashing it down at the fellows.

It cannot be told now who fired the first shot. The men were engaged in a hand-to-hand deadly contest so quickly that no one noted the little details of the fight, and was ever able to give a clear report of the beginning thereof. So we must content ourselves with such facts as we know to be clear and undisputed.

Certain it is that for about one minute there was a regular fusillade of small arms, and the pop pop popping, and the zipping messengers of death, and the puffs of smoke, resembled a battle, or perhaps rather the opening volley between the clashing advance guards of two assembling hostile forces. But every shot went wild. The villains emptied the revolvers in both hands at one and the same time. The revolver in Steele's hands smoked after he lowered it. Bob Ireland regretted he had not one more shot in his. The foolish robbers, feeling they had met their match

and becoming nervous when their guns were empty—knowing their defense gone—quailed before the superior courage of Tom Steele and Bob Ireland. Advancing with uplifted revolver Steele rushed upon the two fellows, intending to crush their skulls with blows. Ireland was at his side. The vile wretches slowly backed out. They had been whipped. Superior courage did it. At the door they were apparently seized with a panic, for they tramped on each other's heels in their precipitate haste. They rushed like frightened roe to the steps. Wildly they threw out their arms and hands and flew into the air, one closely behind the other.

Just at that instant they beheld the fall of the body of poor Jones beneath the pulverizing wheels. The train was rapidly slowing up. The predatory, murderous devil in the cab saw his "pards" leap away. Then was born that sudden resolve to capture the train himself, followed by the order to cross Indian river bridge, where he hoped to do the deed and escape into the dense forest.

The passengers now beheld the fleeing hounds, and before they could quite escape into the brush two or three men comprehended the situation and futilely emptied their revolvers at the retreating figures. It was an exciting time, as you may know. Everything within the coaches was bustle and confusion and agitated inquiry, and when the train had nearly stopped the windows were filled with eager and perturbed countenances peeping out rather timidly to catch a possible glimpse of what was going on and what they did not rightly understand.

"Robbers!" exclaimed one woman, with blanched face.

"Yes," whispered another, frightened out of her wits

"Will they come and get us?" lisped the first again, cowering in her seat, afraid to lift her timid eyes to the open window.

"No, madam," said a gentleman behind her; "they have already fled, vamoosed, lit out, struck for the brush, and the danger is all over."

"O, I'm so glad!" with a sigh of relief.

"My heavens! what if they *should* come back," shrieked a frightened lady behind this gentleman who had already spoken. Turning to her he observed, soothingly:

"No danger, no danger, I assure you, lady; no danger of that in the world. Such cattle when they flee never come back—not much. They are cowards after they once stretch the leg toward the brush, rest assured of that. Oh, no; no danger at all—none at all." All the time he kept his eyes glued along the line of brush, hoping

and yet half fearing he would catch a glimpse of the fellows whose actions are mighty uncertain—like life itself. Perhaps he talked to keep his courage up, for the same reason that a boy whistles when passing at night through a graveyard.

The same general tumult and unrest and agitation existed in all the coaches where there were passengers. Practically the same conversation was repeated at the same time in each car. And somebody had the courage to speak kindly to the distressed ladies and pronounce a curse upon the fleeing villains. But as this attempt at looting by these freebooting scabs of society and vexers of the secret places in the graves, the sacred temples of the Druids and the first temples of God, the Jav of the sweet singer of Israel did not in any material way affect the passengers, it is not exactly pertinent to this faithful little chronicle to narrate what they said or did, or what peculiar situations were developed.

Before the train had fairly stopped "nervy" Tom Steele sprang down and ran to the engine. At that very instant he observed a stalwart looking man running away up the track, perhaps five hundred yards in advance, seemingly bending every energy he had to "make good time" and get to the woods on Indian river. Tom knew he was one who had tried to hold up the train, and was taking "leg bail" for it now like the others.

It is to be said that plucky Tom Steele felt not a little displeased that not one of them was either hurt or captured, and he accused himself for "not having better success." Then he sprang into the engine and for a moment did not notice the absence of Fireman Mort Jones. However, he failed not to see the blanched, excited, wild-eyed appearance of Engineer Balsley, and he knew that that fellow hurrying up the track like the Old Scratch was after him had been in the engine and intimidated, or tried to intimidate, the men at the throttle. He now perceived why the train stopped.

Pointing after this swiftly speeding figure up the track and nodding his head that way at the fitting moment, Tom Steele merely said:

"Him?"

There was a volume in this part query, part exclamation, part masonic or secret understanding. It was, in the first place, no time for words, and in the next place, no occasion for them. Grammar was "not in it."

A nod of the head—how much that nod conveyed under the circumstances?—was all that Balsley pretended to give in response. His face and look spoke louder than words, louder than

the voices of the night, louder than mystic sounds to superstitious ears.

"But where's Jones?" inquired Tom Steele almost in the next breath, as he glanced around excitedly and saw him not.

"Shot!" exclaimed Balsley in excited response.

"What?"

"Killed!" said Balsley.

"By him?" nodding after the retreating man.

Again Balsley gave that significant and expressive nod. No words were needed to explain the nod.

These two men did not stand there in the cab—can't you see their wild eyes and excited movements?—more than a minute, if indeed it was that long.

"Here!—wait, Phil," said Tom, quickly. He, under such difficulties, reached conclusions not by the constructive process but by a *saltus* or leap.

Almost tumbling over himself, so to speak, in his hurry to leap from the engine, he dropped to the ground and stumbled not a little in recovering his equilibrium. With a leap he uncoupled the engine from the train, and then ran out from between the tender and the baggage car, where the robbers had stood on the platform. As he emerged he met Bob Ireland, who was hurrying to the engine with two fresh revolvers given him by passengers. Tom snatched one and said:

"Come on."

Now he jumped rather than climbed into the engine, while right at his heels followed Bob.

Pointing to the retreating desperado but looking at Balsley, Tom requested hurriedly:

"Catch him."

Balsley looked back over the tender and merely nodded. Tom understood.

"All right," Tom spoke in answer.

Then Balsley touched the throttle lever and the engine began to walk right forward. She shook, and quivered, and flew. What an exciting, thrilling race. An engine after a flying murderer! The three men in the cab were moving upon a most desperate fellow, and a man with murder in his heart, a man with blood stains upon his hands!

And still Tom Steele looked forward at him, as they bounded along, rolling, rumbling, puffing, with a nervous itch in his marrow, and his very toes in his shoes moving in unison with his eyes in a twitching, eager excitement. He wanted that dirty dog and he wanted him badly, and what was more, he was going to get him or die in the attempt. His eager courage begat a heedless spirit in Phil and Bob both. They wanted to get the dare-devil's scalp, too. They were

entering into a fight they could have escaped honorably. But that was not the nature of Tom Steele. He would die or "get his man." The possible results of the endeavor to take or slay the man did not enter into his cranium then. If the fellow should undertake to sell his life as dearly as possible and die game, somebody would bite the dust, and no mistake. A desperate dog, when brought to bay and forced to die with his boots on, is a very hellhound to face.

On, on, on,—nearer, nearer, nearer! Once, twice, thrice the pursued fellow glanced back. Just as Phil Balsley closed the throttle valve and clapped the air brake to the drive wheels, the hounded devil left the track and entered the underbrush among the trees. That, of course, afforded him some hope of escape, and it also gave him the advantage of hiding behind a tree and shooting down his incautious pursuers, if he so wished.

As soon as Tom Steele saw him "take to the woods" he danced in vexed excitement. Would he escape at last? Had the villain triumphantly eluded their very best efforts to "bag him?"

Before the engine had fairly stopped Tom leaped off and ran after the fleeing fellow, now dodging in and out, further and further away, among the entangled underbrush.

"Halt!" yelled Tom, running at the top of his speed. The fellow heeded him not, but slunk deeper and deeper into the friendly wood.

"Halt!" cried Tom the next minute in a louder, more imperious tone. The echoes came back to him only for answer. Crashing, flying along through the brush, fresh in pursuit, he gained rapidly on the panting dog. Now he was close enough to fire at him with fatal effect had he desired to do that, but his object was to capture the fellow and not hurt him if he could help it. There was more honor in taking the man alive and allowing the majestic law to deal with him subsequently, than in carrying back his dead body to afford the coroner an opportunity to "sit on" it and render a verdict as to the cause and manner of his death. If the heinous brute showed fight, like a hemmed orangoutang, and really desired to be killed outright rather than be taken, then there was no other alternative but to shoot him down in his tracks or be shot down. Tom, as a matter of fact, preferred to shoot him down to being shot down himself.

"Halt, you fiend," shouted Tom, now not more than five rods away. Tom held his weapon in front of him, ready to fire instantly if necessary. The fellow still ran on.

"Halt, devil, or die," said Tom in savage tone.

With a flash the fellow wheeled around and raised his revolver. But as he did so he looked into the muzzle of Tom's revolver, now not more than twenty feet away, and behind it caught a gleam of his pursuer's restless eye. An instant change came over his purpose to shoot. Tom's eye wrought a magic work in the rascal's design.

"Throw up your hands," cried Tom, advancing. And the fellow obeyed.

"I surrender," he said bruskiy and buskily.

"Drop your gun," said Tom looking along his pistol barrel into the quavering eyes of the panting man. He had run until his breast was heaving like laboring, wheezing bellows.

The fellow threw down his revolver, a savage looking instrument, at Tom's feet. As Tom stooped to pick it up the treacherous hound sprang forward, intending to fall on his bending back and crush him to the earth, and there snatch away his revolver and shoot him dead. Tom out of the way he could escape, for Bob Ireland was not yet come up near them.

"No you don't," hissed Tom through his teeth as he thrust the pistol up into the surprised man's face and suddenly stood erect. He mistrusted the fellow and was prepared for his action. "Now you play fair, you vile cur, or I'll shoot your heart out."

"I thought—," he began.

"I don't want your thoughts—only fairness. You see I could kill you, don't you? You mistake if you think I do not mean to take you or die."

There was no mistaking Tom's meaning, for his eyes, in their gorgeous fearlessness, proclaimed it. They fairly snapped fire; death was plainly written in them.

"All right," said the fellow, slinking back sullenly. "Keep your cold lead, I don't want it."

"Well, sir; you know what to do in that case," returned Tom haughtily.

They were standing under a large tree, the boughs of which were low, and the thick underbrush pressed close around on all sides. Alone, in a very dangerous place, the rashly brave Tom Steele, whom everybody on the road called the All-over Tom as a very superior compliment, captured this fellow. It was a great victory. Hurrah for Tom Steele!

After searching the fellow Tom coolly led him back to the engine, where Bob Ireland joined them. Bob's intentions were good enough, and he was brave enough, but he was not as swift on foot as the nimble footed, quick-acting, All-over Tom.

The captured fellow gave his name as Jake Martin, and said that he had been in many bad

"goes," but through it all he had never met a man "just like this feller," pointing to Conductor Steele. From Jake Martin, the well known desperado, that was indeed a compliment. And there was no discount about it, Tom had the "nerve" and feared nothing that "walked on two legs," as his friends said. And yet a heartier fellow never lived than All-over Tom. That's why he was so nicknamed. And he was the politest and finest looking man your eyes ever rested on.

It is not the purpose to give an account of the scenes in the coaches, when it was known that one of the robbers had been captured and brought back; how two or three very timid ladies shrieked hysterically, and others moaned and wondered why they did not let him go when he ran away; how some men crowded around Tom and plied him with questions to know "all about it" and just how the fellow looked and acted and what he said when he surrendered; and how Tom kindly told them all he could; and a thousand and one other things that transpired there in a few minutes after the fellow was safely lodged in the baggage car under the eyes of Bob Ireland and both the baggage and express men.

"We thought you'd cut loose from us when we saw the engine going down the road alone, and had left us to the tender mercies of these wild regions," said one old gentleman in a jesting manner.

Under Tom Steele's orders the train backed back, and the mutilated, disfigured remains of poor Mort Jones were picked up and carried into the baggage car. The murderer, Jake Martin, quailed not when the body, wrapped in a waterproof in order to conceal its mangled condition, was laid down in one end of the coach, where his crime-hardened eyes could have rested on it continually. There was an air about Martin that apparently proclaimed him oblivious of all sensibility and so solidified that sentiment and humanity had been expelled from his coarse-grained anatomy.

At the next station Jake Martin was given over into the hands of the sheriff and he was immediately lodged in jail. Then a posse was organized and a search at once instituted for the other two members of the gang. But they had made good their escape.

The remains of poor Mort Jones were placed in a rich coffin, by order of Tom Steele, and shipped back to San Antonio on the next train, to his friends for burial. His little sweetheart, Dollie, was heartbroken and desolate, when she heard the clods of the valley rattle down upon his coffin. It was a fearful trial for her, dear thing!

On a fair and impartial and speedy trial before a competent jury of his peers, judgment was quickly rendered in the case of Jake Martin. Within ten days he was sentenced to the state's prison for ten years. With a characteristically sullen demeanor and without a single word in his own behalf, he received the sentence and was hurried away that night to the state lodging house, where gentlemen of his kidney found congenial spirits.

But Conductor Tom Steele—All-over Tom—was a great hero all along the line, for his "nervy" capture. And to show its appreciation of his valiant act the railroad company gave him the substantial reward of \$1,000. Even Bob Ireland was remembered with a snug little nest-egg of \$300.

Now, wasn't All-over Tom a nervy fellow? We are quite free to confess that we are most enthusiastic in our admiration of his pluck and energy.

THE END.

* THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEEBLES.

CHAPTER XII

The dim light of a coming day began to slowly filter through the overhanging foliage. The thick, heavy blackness was gradually assuming a grayish tinge and the never ceasing conflict between light and darkness was on in the silent depths of the forest. The struggle never ceases, never ends. Light conquers darkness, and triumphantly chases it 'round the world; but in the rear darkness is gathering its forces and pursues in turn. It is a continual victory, and a continual defeat; a constant pursuit, and a constant retreat. Travel with the rays of the morning sun and darkness flees before you; wait until the sun sinks behind the western horizon and you journey with darkness in the pursuit of light.

A misty beam of lighter grey pierced the heavy clouds of blackness followed by another, and another, and another; they threw out arms that met and made wider breaches in the darkness; and suddenly, as if by concerted signal, they rushed together and coalesced, and darkness fled, hiding behind fallen trees and little glades to wait sullenly for the coming hour when it would play the victor.

The soft, grey mist crept silently around the sleeping forms of the three travelers. Despite the deep interest aroused by the conversation of the preceding night, tired nature had finally conquered and sleep had interrupted the attempt to solve the greatest problem that ever confronted the human mind.

Socialist was the first that felt its influence and stirred uneasily. Only partially awake, he imagined himself in his former home, and turned on his blanket, addressing himself to sleep again, muttering, "it is scarcely daylight yet." Instinctively he listened for the crowing of the

cocks, the chirping of the birds and the other familiar sounds that welcome the morning sun. The intense, overpowering silence awakened him; with a sudden start he recognized his surroundings, and throwing aside his blankets staggered yawningly to his feet. A few steps took him to the banks of the sluggish little pool, and a bath in the cool water removed all traces of sleep.

He knew that his companions were weary, and he concluded to allow them to sleep until nature spoke. He threw himself on the soft sward and resting his head on his folded arms his thoughts reverted to the history of a soul that he had heard a few hours before.

Neither of his parents had been professing christians, although frequent attendants at a fashionable church, consequently the principles of the christian faith had not been instilled into his youthful mind, although he was bred a nominal believer, and raised under christian civilization. He had read the Bible occasionally, but never as a serious study; in fact, the question of religion had never seriously interested him. Christianity was an excellent vent for emotional women and sentimental men; its principles were useful for the training of childhood and doubtless the faith contained many precepts of the purest morality. But regarding its truth, it was a pleasing but wornout fable, that science and modern progress had relegated to the level of fairy literature. In college days he had inclined towards the gross forms of materialism, and had endeavored to believe that soul existence and future life were the vain figments of imagination. Like all speculative and earnest minds he had devoted much time to the theories of ancient and modern philosophy, had skimmed lightly over the specu-

lative field from Plato to Locke, from Pythagorus to Huxley, and finding no sure resting ground, concluded that after all it was only a series of guesses, and gave up the search for proofs. He finally declared that Agnosticism was the only safe position. God might exist, the soul might exist and future life may be; but no proofs could be discovered of the truth, and reasoning, research on the problem, was a course of vain speculations, unprofitable and unsatisfying.

But in one night during the hour of thought knowledge had come intuitively. From that hour he had never doubted. He went beyond the stage of belief for he felt the certainty of knowledge, and knew that personal immortality was inevitable. He had not attended a dark seance, no medium had invoked a departed soul to assure him of the fact, no voice had spoken from the other side, no occult phenomena had changed the current of his thoughts, no new or original proofs had shaken his belief in the claims of agnosticism; but he realized that assertions and speculations old as written literature—that he had regarded as vague and unsatisfactory—were in reality incontestable and absolute proofs.

How plainly every incident and detail of that night came before him; he remembered every particular in the course of reasoning that had settled the great problem of all the ages, and had answered in the affirmative the great question, "If a man die, shall he live again?"

Sitting idly in the reading rooms of a public library he had carelessly picked up an old volume with the high sounding title, "The Progress of Religious Ideas," and opening its pages at random had read the following incident.

"During the latter part of the eighteenth century the ruins of an ancient temple were found in the midst of one of the inaccessible jungles of India. A few standing pillars, and piles of sculptured stones overgrown with mighty trees and brush, were all that remained of a great temple that had probably witnessed religious rites long before Israel had laid the foundations of the first temple at Jerusalem. The discoverer, an English traveler, found a stone containing the inscription, that had evidently formed the arch over the door or entrance. The marks were cut deeply in the solid granite, and after clearing away the moss and dirt that covered it he, being a practical draughtsman, made a careful and exact copy. When it was shown to eastern scholars and Indian sages none were able to decipher the inscription. They declared that while it resembled in character a form of Sanscrit the writing was evidently anterior to any of the known forms of Asiatic literature. The assertions but whetted

the curiosity of the traveler and he spent his time in searching for a translation. We may omit here the incidents given of the long and patient search. An ancient recluse was finally found, that claimed to be able to read the inscription, and rendered it into English, as follows: 'I am, therefore, Oh, God! Thou must be. I am, therefore, I will be.'"

The words with their alliterative ring stamped themselves upon the traveler's memory, and as he walked home he kept repeating the line, parrot like, over and over again. It was not until after he had sought his bed that the full meaning of the words impressed itself upon him. He was repeating them for perhaps the hundredth time, when in the sentence, he started, for suddenly, and with the vividness of a flash of lightning, he realized their force and strength. Why, for a truth: the simple sentence contained all the knowledge, all the proof the natural man—casting revelation aside as doubtful—had ever found of God or immortality, and was given not as a speculation, not as an argument, but as a proof final and absolute. "I am, therefore I will be," intuitively the truth and ample sufficiency of the claim impressed itself upon his reason, and he felt that personal annihilation was an impossibility; that life was a distinct force that manifested itself, not in, but through matter, as a battery manifests electricity. The battery does not create electricity, it only manifests it. Destroy the battery and the electric force departs, but is not annihilated. The body manifests life, because matter is arranged under proper conditions; destroy these conditions and life departs, but is not destroyed. Annihilation cannot even be imagined. Nature never gives a desire—on physical or material plane never gives an appetite or craving—that she does not supply the means of satisfying. A craving without the possibility of fruition is an anomaly, it is an impossibility. They are the opposite arms of a balance, the creation of one implies the existence of the other. What is the one supreme universal desire of the human mind? Is it not to live, to exist, to be? The universal dread of death is but a tribute to this desire. But is this instinctive fear of death a reality? When the truth is known it becomes strong presumptive evidence of continued existence.

Is the dread of death a natural attribute of humanity? Classic philosophers discovered the contrary more than two thousand years ago. Aristotle wrote, "The fear of death is imaginary." Pythagorus claimed that no man feared death when it became inevitable. Socrates said, "There are no cowards when death is certain." He

remembered that a friend, a physician, had told him, "I find that men are not afraid to die."

He remembered the death of an intimate friend, one who had frequently said before his final sickness, that his great fear, one that poisoned his enjoyment of life, was the dread of death. But the dying man had told him that death had no terrors, he was not only willing but anxious to surrender his hold on life. He remembered that once he had apparently faced inevitable death, for an hour he had momentarily expected death, (it was during an explosion in a coal mine, and confined in a narrow chamber there seemed no hope of surviving,) and he remembered that after relief came he had told one of his rescuers that he had proven to himself that he was not afraid of death. Yes, he remembered his surprise at discovering that death had no terrors for him. Aristotle had grasped a great truth, "The fear of death is imaginary."

As the basis of the fear is the instinctive dread of annihilation, the soul, as it faces the inevitable change must recognize the fallacy of non-existence and meets the future with more than fortitude and resignation, with tranquility and hopefulness.

Other proofs came crowding in upon his mind one upon another, not as argument but as convictions; and from that night future existence was no longer a problem, was not a belief, but a knowledge. While there remained no doubts in his own mind he instinctively recognized the fact that he could not explain his knowledge to another. He had no new proofs to offer, no new arguments to give.

He had been fond of debating the problem of life and of discussing with others the probability of immortality; but from that hour had avoided

all argument. If his opinion was asked he gave it, but acknowledged his inability to convince another, saying that it was a knowledge, not a belief, and came from within by proofs from without. His only proof, his only argument, was the line, "I am, therefore I will be," and he would ask his opponent to write this simple phrase and repeat it when alone.

It is indeed a dreadful thought that man, with all his progress in scientific knowledge, with the admitted advance in civilization, aided by the art of printing that records the progress of one age that the next may continue to search at the point where the former had left it, has discovered naught to add to the assertion of the Indian sage of four thousand years ago. On the capstone of the ancient temple was inscribed the great proof that makes man a religious animal, and a believer in life eternal.

But still more dreadful is the thought that men exist to day that have not grasped the truth the sage possessed four thousand years ago. As Socialist said—and he meant it not unkindly, as the charge included himself up to the recorded change—that those who had not found this knowledge had not reached the highest plane of this stage of evolution, and had not gained the highest knowledge due the individual of this present age. Knowledge comes when wisdom lingers. Many hope that do not quite believe. Every individual could solve the problem, and the day must come when this problem shall not exist. The great question will not be, "If a man die, shall he live again?" but shall be, "What bearings have this life on the one to come?" Thousands have already answered the first question, and are endeavoring to solve the second.

TO BE CONTINUED.

THE SUFFICIENCY OF ECONOMIC RENT.

BY W. P. BORLAND.

Would economic rent be sufficient to supply the needs of government? Single taxers contend that it would. But, it must be remembered, this is a question of very secondary importance; it is not, as certain opponents of the theory would have us believe, a vital point that must be established by positive proof. When it is admitted that the single tax would put an end to land monopoly, and destroy private property in land by making it unprofitable, those who look for the triumph of principles, rather than the exaltation of theories ask for nothing more; what follows may

safely be left to take care of itself. It is quite certain that if the fund created by society is found to be insufficient to support such government as society shall think it needs, whatever deficiency may appear will be made up in a manner consistent with liberty and the preservation of the rights of man. What the single tax principle maintains is that the actual wealth of society, together with the processes of its production and distribution shall be entirely relieved from the burden of taxation and single taxers have no fear but all necessary expenses of government may be

provided for without infringing this principle. We may form a very accurate idea of the amount of tribute now exacted from the people by means of land monopoly and the many other forms of monopoly allied to and based upon it, but it is impossible to say what economic rent might be in a state of freedom, in a state where land was held merely for use and not for the benefits flowing from its increments of value. Some authorities have held that in a state of freedom there would be no rent at all, there being land of the first quality sufficient to supply all possible human needs, while other authorities, equally good, have held that the confiscation of purely economic rent would produce so enormous a revenue as to corrupt the state. There is no inductive evidence to support either of these views. There are no facts, either of the one sort or the other, which men may appeal to, and whether or not the economic rent fund would be sufficient for the support of government must be deduced from well established principles and observed tendencies. The qualitative differences which give rise to economic rent are purely relative. They refer not to any absolute qualities inherent in the land itself, but to external and contingent circumstances which, *per se*, and without reference to the inherent qualities of the land, determine the place of particular parcels of land in the economic scale, and so their capacity of producing rent. Thus, the barren sand lot may yield rent while land of surpassing fertility and productiveness yields no rent, and the pile of lime rock may occupy the highest place in the economic scale while the exceedingly high grade mineral deposit is still below the margin of cultivation. It is, then, by following the movement of these contingent circumstances, and noting their effect, that we may deduce the probable magnitude of the rent fund available for the support of government.

Single taxers go so far as to assert that the economic rent created by society will always answer to supply all the collective needs of that society, properly included under the head of governmental expenses, and in support of that assertion they point to the indisputable evidence of natural law. There is a certain correlation of natural laws all through the universe, and the law of natural compensations is so well established that scientists do not hesitate to assert that wherever a want is created by the operation of natural laws the means of satisfying that want are produced by the operation of the same laws. We may note exemplifications of this principle throughout nature. The Esquimaux, whose environment is such that he must endure extremes

of cold, is provided with a natural blanket of fat, and his body is so well supplied with blood that the slightest abrasion of the skin is sufficient to produce hemorrhage that would be viewed with alarm by a resident of the temperate zones. The food which nature has provided for his use contains an abundance of carbonaceous matter, which produces animal heat, necessary for his existence but not required by inhabitants of more favored areas on the earth's surface. The inhabitants of the torrid zone, on the other hand, are provided by nature with food containing an abundance of nitrogenous matter, but deficient in carbon, which is just what is required to support their conditions of life. So closely has this system of natural compensations been traced that wherever crawls a poisonous reptile it is said that growing near may be found the plant which is an antidote for its bite. Nature leaves no want unprovided for; and it is not too much to say that if the need of social revenue is a natural want, nature has also provided ample means for the satisfaction of that want.

By following out this train of thought we find that the need of social revenue and economic rent are both created by the operation of the same laws, and we are justified in concluding that the one should, and would, naturally balance and provide compensation for the other. It is pretty safe to say that the community whose economic rent fund is insufficient to balance its governmental expenses is afflicted with a government that costs more than it's worth. What creates the need of public revenue? The gregarious instincts of men, causing them to associate together in communities, and, where they have advanced beyond the state of savagery, causing them to erect fixed habitations and, attach themselves to permanent locations. What creates economic rent? Precisely the cause which creates the need of public revenue, and no other. No matter what may be the inherent qualities of land, it cannot, economically, assume value, nor produce rent, until it has been selected for the permanent uses of a community; and, no matter what may be the inherent qualities of land, it *will* assume value, and produce rent, whenever it *is* selected for the permanent uses of a community. This is not to say that land does not now have value unless it is devoted to communal uses; a vast quantity of land not so used now has value, but it is speculative, or monopoly, not economic value. And the economic value of land always keeps pace with the growth of the community which creates it, increasing as the community increases in size and the need for revenue becomes more apparent, and decreasing as the community decreases in

size and the need for revenue decreases. Thus, when the city of New York consisted of no more than a few houses, there was need for but little public revenue and the value of the land upon which it is built was correspondingly small; but, as the city increased in size the need of revenue increased, and the value of land also increased, and land which in the early days might have been bought for a few cents is now worth millions of dollars per acre. And land in the city of Washington which it was necessary to dispose of by means of a lottery scheme at seven dollars a ticket, less than a century ago, in order to induce people to buy it at all, could not now be bought for hundreds of thousands of dollars. Wherever we look we see the rent fund and the need for social revenue growing side by side and keeping pace with each other. As the little cross-roads settlement grows into a village, and, anon, into a great and busy city, it needs fire and police protection, paved streets, water and gas mains, public schools on an extended scale, thousands of things which should properly be provided by communal effort and which the cross-roads settlement does not need at all; and, keeping pace with these needs, the value of land is constantly growing, and the rent fund to provide for these needs is constantly increasing. Scatter the largest community in existence to-day let the members of that community migrate in a body to a new location, and the economic value attaching to the land upon which it is now located disappears like a mist in the presence of the orb of day. The need for social revenue has disappeared, and with it has also disappeared the fund which is competent to supply that need.

That the economic rent fund created by society will always answer to supply that society's need of revenue, is a logical deduction from well established principles and indisputable tendencies; let us now examine the reasoning by which the deduction is sought to be overthrown. That an enormous portion of our present land values is due to monopoly and not economic causes, is an indisputable fact; and, of course, the destruction of monopoly would destroy the monopoly rent fund and force land values to a purely economic basis. At no period of the world's history has there been a natural scarcity of land to supply the needs of the human race, nor is it at all probable that there ever will be. Scientists whose opinions are entitled to respect have declared that the valley of the Mississippi alone is capable of furnishing enough natural product to support in comfort the entire population of the world; and the great French scientist, Elisee Reclus, has estimated that the present known resources of the

globe, even in the present state of development of the arts and sciences, are sufficient to supply a population of twenty billions of persons with all the comforts and luxuries known to mankind. The present population of the globe is but little more than a billion and a half. Whatever may be the opinion as to the reliability of such estimates, it is absolutely certain that the monopolized area is vastly greater than is needed merely for use; and it is a fact that any apparent scarcity of land is due to artificial, not natural causes.

The destruction of monopoly would throw the entire area open for use, and annihilate the values now based on monopoly merely. The land which then yielded rent would do so from natural causes; it would be pure economic rent. Under such a condition, it is asserted that rent would be merely "nominal," and it is assumed that the present rent fund would decrease in exact ratio with the decrease in the purely monopolized area. But, there are some considerations of fact vital to the truth of the conclusion, that have been overlooked in this reasoning, and, because they have been overlooked, the conclusion is entirely worthless. If the qualitative differences that give rise to land value were absolute, if they had reference to inherent attributes of the land itself, and if men were not gregarious animals there is good reason to suppose that, in a state of freedom, such a thing as rent could not possibly arise. Speaking in the absolute sense, there is probably enough first quality land on the earth's surface to supply all possible human needs for all time to come. But, in the appearance and growth of rent, the absolute qualities of land, as compared with the absolute qualities of land throughout the general available area, is a question of very secondary importance indeed. It is the relative qualities of land, as compared with the relative qualities of land lying within particular areas, that causes it to yield rent; and such relative qualitative qualities have reference to certain specific, not general, uses as determined by the needs of a population seeking to avail themselves of such uses. The specific needs of a particular community for the use of land can only be supplied by specific parcels of land, lying within the particular area where those needs arise; and it is the competition for the use of these specific parcels of land lying within particular areas that creates economic rent. Thus, the corner lot in the city of New York or Philadelphia, which is valuable because needed for specific uses by those communities, is not so because of its superiority to an area of land of equal extent and absolute qualities in the state of Indiana or Missouri, or a corner lot in the city of Chicago. It is

valuable because of its superiority to areas of equal extent, for specific uses, in the city of New York or Philadelphia. And its place in the economic scale is determined by its superiority, for specific uses, to the poorest land lying within the particular area to which these communities have attached themselves, and have access.

The extension of the general area of free land would not affect the rent fund of particular areas, except to the extent that the drawing off of the relatively surplus population reduced competition for the use of particular sites. In many rural communities the rent fund would, at once, be reduced enormously; if not entirely annihilated. This, because of the great blocks of land situated within the areas occupied by such communities, now held out of use by speculators for a rise in value capable of being put to the specific uses of such communities and which would be rendered absolutely free. This would be the primary effect. The rent fund of certain mineral areas would also, probably, disappear for the same reason. The effect on permanent urban communities would be very slight, because of the contracted areas occupied by such communities, and the consequently small number of sites of equal economic value, for specific uses, that would be thrown into competition with each other. We should, probably see a redistribution, rather than a reduction of the rent fund. Such communities would naturally, when they were freed from the cause that now huddles them closely together in abnormally contracted areas, spread out to their economic limits, and put to its full economic use all the land within those limits. This would reduce the rent fund of certain sub-areas, and increase the rent fund of others; but the totality of the rent fund would only be decreased to the extent that the population of the whole area was reduced, by reason of being drawn off by the superior attraction of free land situated elsewhere. This would to some extent occur. But, what course shall the people who are influenced by these considerations pursue? Shall they separate themselves from all mankind, and seek the free land in an absolute wilderness, or shall they obey the gregarious instincts which nature has implanted in their constitutions, and seek the society of their fellow men? Most assuredly, the latter. Instead of separating themselves from all mankind, and seeking the more remotely situated free land areas, they would seek the society of their fellows and take advantage of the free land within those rural areas where the rent fund had been enormously reduced or annihilated. Then would appear the secondary effects. The rent fund of these com-

munities would reappear again, because of the economic differences in value which would make their appearance under the influence of the demand created by the increase in the numbers of the community, and, this redistribution of population taking place throughout the nation, there is good reason to suppose that the economic rent fund would ultimately approximate pretty closely to the present rent fund, with the single exception of the mineral areas, where the contingent circumstances that give rise to rent would not have so general an effect, nor be so appreciably felt.

In cities, the single tax would cause a gradual shifting of the population from the heart of the city to the suburbs, because the most valuable lands would be used for the most productive business. The tenement houses would disappear and individual homes would multiply. Rapid transit—by the municipal railways—would no longer enrich real estate boomers, but would make it easy for the mechanic to possess a comfortable and healthy home in the suburbs, his only tax being that levied on the site value of his lot. The need of escaping rent crowds people together in the city, but it scatters them in the country. Under the single tax the farming population would draw together. Men would follow their gregarious instincts, unrestrained by unnatural restrictions. Population would aggregate into cities and towns, (the very cause that creates economic rent) and a new era would begin for the human race under freedom from restriction and correct, because natural, land distribution. Under such conditions, there is every reason to suppose that the economic rent fund would amply suffice for all needs of government. But suppose it would not? it would not affect the vital part of the question at all. To whom does the rent fund belong? to the people of the nation, or to private individuals? That is the contention.

Mr. Stuart's assertion that there is not one word in *Progress and Poverty* to indicate that Henry George had any conception of the fact that present rent is not economic rent is so inconsistent with the fact that it is not worth the space necessary for its refutation. The reader may refer to *Progress and Poverty*, Chap. II, Book IV, and Books V, VIII and IX, and satisfy himself on that point. But, suppose the assertions were true, how, under Heaven, would it affect the real merits of the question? Are we to discuss the shortcomings of Mr. Henry George, or are we to discuss the logical consequences of the single tax theory? If the former, I decline the issue; Mr. George must answer for his own shortcomings so far as I am concerned. But, look at this: "He stated explicitly that

present rent was what the single tax was designed to confiscate." How, in the name of common sense, could he have stated anything else? I can see no way in which rent may be brought to an economic basis except by confiscating present rent, just as it exists. I will now briefly point out where Mr. Stuart's objections defeat themselves, in some important particulars. He asserts that the rent fund would increase so enormously, and fluctuate so rapidly, as to destroy all security of tenure and force poor people to sacrifice their improvements. He asserts that the rent fund would be reduced so enormously as to deprive society of all hope of meeting its governmental expenses from such a source, that the rent fund would be merely "nominal," "enormously decrease to perhaps one-tenth of that obtained under present conditions." He admits that wages is governed by the supply of laborers seeking employment, and it is an indisputable fact that the supply is abnormally increased by reason of the monopoly that deprives the laborer of his command over the means and instruments of production; yet, he asserts that the measure which would throw open to the laborer the field, the natural element from which is derived all wealth and all capital, and, too, only by the exertion of the laborer, would have no effect in reducing the supply of laborers seeking employment, would have no influence whatever on wages.

With regard to the enforcement of the present land laws, relating to assessments, single taxers have done more service in calling attention to the immense undervaluations of property, and have more strongly insisted on the enforcement of present laws, than all other reform elements in this country combined. It is through the influence of their propagandism that improvement values have been separated from land values in numerous communities throughout the country, and it is because of their continued agitation that there has been a notable tendency to increase in land value assessments within the last decade. But, this is not all, and when one asserts that the enforcement of the present laws would have the same effect, and produce all the results, that the complete enforcement of the single tax principle would have, he uses the language of an ignoramus. And just how assessors might be influenced by "buddle," when land is periodically up at auction to the highest bidder, is not exactly clear. That the value of land is a constantly increasing magnitude, Mr. Stuart denies. That there may be, and has been, decrease in speculative, or monopoly land values here and there, is quite true; but that there has ever been a de-

crease in economic land values contemporary with increase in population is not true. It is not true because it is an utter impossibility for it to be true. I challenge the record. Stationary populations, by putting their land to more intensive uses, might decrease its economic value; but this is only on condition that their wants did not increase to correspond with their more intensive cultivation, and the natural value of land, in a state of increasing population, is a constantly increasing magnitude. It is impossible for it to be anything else.

The point in regard to the altered composition of capital is not that there is now an insufficiency of factories, etc., to do the business of the country and supply the present demand for products, it is that in the new conditions there would be no way of employing wealth so as to make it produce revenue for its owners unless it was employed productively, unless it was so used as to give employment, to laborers. Instead of being used as a parasite to extract revenue from the earnings of laborers without an equivalent rendered, it must be put to a tangible productive service. The form of the organic composition of capital is a very important matter to be considered in the process of production and distribution of wealth. The composition of capital is now such that the monopoly fund, in which is included the various rent and franchise funds, now enters into the fund of capitalistic accumulation. This fund is of a nature to permit the process of capitalistic accumulation to continue on a parasitic and unproductive basis, to permit capitalists to absorb sufficient of the general wealth to compensate for its magnitude of value without having rendered the slightest productive service in exchange for it. Laborers must first produce sufficient wealth to maintain this fund intact, and turn it over to the capitalists wholly without an equivalent, before they can claim any portion of the general wealth as their own. The diversion of this fund from the fund of capitalistic accumulation to its proper uses would bring about the result that the wealth, sufficient to compensate for its magnitude of value, which now enters into the accumulation of the capitalists would then enter into the consumption of the laborers, and there could be no employment of capital other than a productive one, no use of capital without also an employment of labor.

I am not one of those who believe in discussing economic questions on a personal basis, and I cannot undertake to descend to the level that Mr. Stuart reaches in his June article; nevertheless, there is one personal matter I must touch upon and I will do so as briefly as possible. Mr.

Stuart advanced two propositions in a former article which were scarcely debatable; they were absurd. Nevertheless, the propositions, just as they appeared, were exactly the basis of Mr. Stuart's sugar factory argument. When they were placed in cold type I had no doubt that Mr. Stuart would have sufficient penetration to recognize both the absurdity of the propositions and their connection with his argument, and for that reason I devoted some space to exposing their weakness. I suggested a printer's error for the purpose of allowing Mr. Stuart to amend his propositions so as to place them on, at least, a debatable basis, and it was my intention when he had done so to make the proper connection to the purposes of the discussion. Mr. Stuart has done as I supposed he would with regard to the propositions; he has amended them to a debatable basis. But he has done more than this, he has used the circumstance as an occasion for subjecting me to a foul personal insult, as wholly uncalled for as it is ignorant and vindictive. Casting the insult on one side, as unworthy of further notice, I will call Mr. Stuart's attention to the fact that he has cast himself on the horns of a dilemma. If he elects to defend his propositions in their amended form he must abandon his sugar factory argument. If he elects to defend his sugar factory argument he must put that comma right back where it was in the first place. Which horn will he accept? It is very commendable in Mr. Stuart to make it a point to answer all objections that are urged against socialism, but I must call the readers' attention to the fact that in the mass of gush, sentiment and gasconade, contained in his June article, he has not even attempted to answer my objections. Like his friend, Mr. Randolph, he wanders from the point. Contrary to Mr. Stuart's assertion, the basis of my criticism of socialism is Schaeffle's and no other. I have developed many details independent of Schaeffle, but, like him, I proceed always from the supposed economic unsoundness of the Marxian theory of value. With two or three very unimportant exceptions all of my objections proceed from that premiss. If the theory of value can be shown to be sound, my objections have no weight whatever, the ground is out from under them and they are left without a leg to stand on. It does not require an abnormally developed logical faculty to perceive this, and one who was anxious to dispose of my objections in a legitimate manner would have proceeded straight to the point. But, in the entire length of Mr. Stuart's article, the theory of value is not even mentioned. To show my impartiality, I will make this proposition: Let Mr. Stuart clearly

establish the soundness of the socialistic theory of value, and I will myself undertake to show that every objection I have thus far urged against socialism is idle and worthless.

No, I shall not permit Mr. Stuart to say that I am "guilty of gross and inexcusable ignorance," etc. As well as himself do I know where to place Dr. Schaeffle in the socialistic movement. It was not yesterday that I began the study of social science, and I do not hesitate to assert that I am quite familiar with the ins and outs of socialism, from a to izzard. Dr. Schaeffle, chief of the *Katheders Socialisten*, and father of the system of compulsory state insurance now operative in Germany, is one of the most eminent socialists in the world today. He is the most voluminous writer on socialism, and the most logical expositor of socialistic principles now living. German socialism, from whence has proceeded the socialistic agitation now convulsing almost the entire civilized world, has developed itself on two lines; the one proceeding from Ferdinand Lasalle, who was under the influence of the philosopher Fichte; the other from Karl Marx, who was influenced by Hegel. From the first, aided by Sismondi and the socialist Karlo Marlo—Professor Winkelblech—has proceeded the doctrine of state socialism; and Schaeffle is now chief of this school. From the second has proceeded the doctrine of revolutionary, or democratic socialism, with probably Frederick Engels as its most able living champion. There is this distinction between state and democratic socialism: State socialism aims to remedy social ills through the present system as far as possible. It allows a wide field for private ownership, but lays down a positive programme for the state. The state is to interfere at all points for the protection of its weaker members; it is to use its superior authority so as to realize the ends of justice and equality among men, to help make men contented, wealthy, secure them against exploitation by their fellows, by force of law.

Democratic socialism, on the other hand, makes no sort of compromise with the present system; it recognizes no way to secure the laborer against exploitation except by the entire destruction of the present industrial system, and its reorganization on different economic lines. It does not contemplate the arbitrary interference of the state for the protection of the laborer, but seeks to supplant the power of the state with the power of an economic principle. Democratic socialism has become the stronger development, probably because it promises greater freedom to the individual. Its agitation became so marked in Germany, after the Franco-Prussian war, as to ex-

cite the alarm of the government. Many of the most prominent disciples of Marx were banished from the country, and in order to allay the rising discontent, Bismarck expressed his admiration of the doctrines of Lasalle and announced a government programme of state socialism. "The state," said Bismarck, "shall be put fearlessly at the disposal of the laboring classes." He taunted the democrats with being negative, "but my programme," said he, "shall be positive." The state socialists seek practically the same ends as the

democratic socialists, but they employ different means, and they do not recognize the claims of individual liberty to as great an extent. Schaeffle has written much to show that the only form of socialism possible is state socialism, and I do not hesitate to say that unless the economic defects of democratic socialism can be overcome, I agree with him. As I am a disciple of P. J. Proudhon, and the "American Proudhon," Josiah Warren, Mr. Stuart need have no fear that I shall confound his doctrine with the complicated idiosyncrasies of socialism.

UNDIGESTED THOUGHTS.

BY JOSE GROS.

One of the most discouraging features in our historical period is the large masses of economic literature that are written in a hurry for the sake of proving this or that set of conclusions. We have a specimen of such a work in the socialistic essay of THE CONDUCTOR for May. We don't doubt the good intentions of the writer; but we need something besides good intentions, in this world of ours. We then invite our readers to a quiet discrimination of a portion of that essay.

It is there asserted that capitalists don't care for land; that it does not pay to hold land; that most land is constantly depreciating in value; that we have more capital than we need; that money is begging for employment as much as labor does; that later on we shall produce all we need with but 25 per cent of the workers willing to work, and the rest shall be forced to starve; that while it does not pay to hold land it does pay very well to produce sugar out of beets raised from land, or manufacture other goods out of other materials that land alone can furnish; that population may double in twenty years, and land be yet more worthless than to-day; that the Jews, not to mention many Christians, manage to accumulate wealth without bothering themselves about the land from which all the wealth is to come, if men have not made a great mistake on the subject; that if we should only tax vacant land a little bit more than we now do, that piles of land would then be abandoned; but that if all valuable land is so taxed as to take its full annual, economic, *natural*, value, and thus discourage all land gambling, that then the workers will become more wretched than ever, because, in some mysterious way which is not explained, the capitalists will then manage to totally humbug the men who have become the arbiters of the source of all wealth.

The above paragraph is a condensation of about

two pages in which you can find the above mentioned thoughts with all their implications or explicit conceptions. Let us now see if we can evolve a little order out of that chaos of ideas, a little light out of that darkness, because of its mixture in perceptions that negative each other.

To begin with, why speak of land when we attack the single tax? The single tax has nothing to do with land. It has a great deal to do with land values. That is all. Don't you see, dear readers, that the writer in question does not yet understand the subject he wants to handle? He mixes up two different elements—*Land*, and *Land Values*! Of course, some Jews, and far more Christians than Jews, manage to accumulate wealth without holding much land, if any. They simply hold land values, the very elements that the single tax would absorb and collect for public revenue.

Every public or corporate security as well as every real estate mortgage embodies from 40 to 60 per cent in land values. The single tax broom would sweep that into the coffers of the community where it belongs. We are afraid that many of our socialists hold securities of that kind. Hence their opposition to the single tax.

Now let us see what we can do with the process of "*reductio ad absurdum*."

If land tends to decrease in value, even with increased population, then, after 4,000 years of increase in population, ever since Noah and his crew landed after the deluge, why is it that land has to-day any value at all? Is it possible that we may need less and less land in proportion to the larger population we have to feed, clothe and house? If so, we must be learning how to live and work without land, how to produce without land, how to store goods without land, how to handle and transport labor products without land in any form or shape, and so

without any roads, canals, bays, oceans, lakes, etc., etc.

Of course, our good friend, the writer in question, did not mean that. He simply failed to digest his own thoughts, because writing in a hurry, and thus giving wrong impressions, trying to demolish redoubts built up by his own powerful imagination. It does not pay to do that. The imagination is a very good friend to the poet, a wretched companion to the reformer.

And so the capitalists don't care about holding land, as it does not pay for them so to do? Let us see how that works. We have at least 50,000 large capitalists, millionaires and semi-millionaires. Each one has a palace in the city for the winter months, and one in the country for summer use. At a very low valuation the average price of the site is \$30,000. Multiply that by the 100,000 palaces and you have \$3,000,000,000 land values, on which the capitalists pay, say, \$150,000,000 annual rents, because it does not pay them to own that land, and the land in question must be held by some of our poor farmers, mechanics and the like, because, who but them is going to hold the land of the nation if it does not pay the capitalists to hold it? Add to that the valuable sites of all the factories, all mines, timber belts, the 200,000,000 acres held by the railroads, that is, supposed to be held by them, etc., etc., and the land rents paid by our capitalists to our workers must be immense!

We know that all the above conclusions are foolish; but whose fault is it? They spring up from the premises and assertions of the writer whose essay we are overhauling. We are simply using the process of *reductio ad absurdum* in order to prove that it does not pay to write undigested thoughts.

We are told that if vacant land was only taxed a little more than to-day that large quantities of land would be for sale, cheap. It then follows that it pays yet to hold land, even vacant, much more so when improved, or as much so, at least. There is a flat contradiction from the writer in question.

It pays to build buildings, machinery, merchandise, etc., etc. It does not pay to hold the land that must hold the buildings, the machinery, the merchandise, and anything worth holding! Buildings, machinery, merchandise and the rest of the list perish day by day, year after year. They can only be reproduced or kept in order through the continual use of land, and still it does not pay to hold land! Our writer wanted to prove too much and he did not prove quite enough!

We can now mention one fact in which that

writer is correct. He is correct when he asserts that we have lots of capital and money begging for employment. And we also have piles of land begging for a sale, only at much higher prices than most workers and many capitalists, the small fry fellows, can afford to pay. That only proves the barbarism of our industrial conditions. It does not prove that socialism could do any better. Our present evils arise from non-adaptation to natural laws, and socialism does not even attempt to give to such laws any better chance than they ever had. For instance: is there anything natural in my abdicating the control of my own capital by giving it to a group of public officers? Is there anything even reasonable in letting those officers fix my own hours of labor and my own earnings?

The men of the future shall consider our generation a very poor one indeed, since we have developed so many aberrations, most especially those forming the socialistic creed. And yet there is a certain way by which that creed can be made somewhat attractive, if the writer avoids all foolish attacks against other reforms which should at least be considered as steps toward a socialistic regime, if ever men want to try that because dissatisfied with anything short of that. Nothing is gained anyhow by undigested thoughts, such as we have been dealing with. Our object is simply to increase the efficiency of the friend we have been criticising. And he can be very useful to the final reorganization of human societies if he stops to think before he writes, and tries to be less bitter against those who differ from him in the details by which reform is to be accomplished.

Before we close this little hurried article we shall touch another thought from the friend in question.

He stated that the Standard Oil Company acquired an immense capital without the aid of any especial privilege that was denied to others. If so, our social status rests on strict principles of equity and there is no room for or need of any reform. We are all, then, like dogs at night, barking at the moon. We, reformers of all kinds, are, then, a perfect nuisance.

One thing, at least, is sure about the Standard Oil Company. The capitalists of that concern must find that it pays to hold land, since they have gradually become the possessors of the best oil lands in the country, about 1,000,000 of acres. Then, they hold the extremely valuable strips of land by which the oil travels from the oil lands and refineries to the cities from which the oil is to be spread all over the nation and reach all

consumers. And all that is the result of privileges that have been opened to everybody else.

In good English, the word privilege means some advantage denied to others, unless Webster is wrong and we all have been talking through our hats for long centuries, on the subject of privileges.

All civilizations have rested on privileges, from the very inception of the race, because they all have rested on land monopoly, on patents and franchises from kings or legislative bodies!

Language should not be used as an attempt to let words hide the meaning of thoughts. To-day more than ever, the handling of a pen involves great responsibilities to God and humanity. Our American civilization is rapidly advancing toward a precipice. A great deal may depend upon the kind of seed we scatter during the next five or ten years. We don't refer to the precipice of socialism, but to that of a military despotism. And yet, perhaps, the latter would follow from the individual militarism of the former. Who knows?

DEMENTIA SINGLETAXIOTIS, AND ITS CURE.

BY W. H. STUART.

Mr. Borland's reply in the June CONDUCTOR, under the caption: "The Right of Property in Land," illustrates how completely, under the search-light of economic criticism, the defense of the single tax has degenerated into mere "apologetics." He commences his article with the statement that: "When socialists denounce the single tax as a scheme of 'confiscation and robbery,' while at the same time they deny the right of private property in land, they expose the weakness of their own position and exhibit a strange sort of logic, by making use of arguments drawn from the capitalistic regime which they so roundly condemn." Not at all; "on the contrary quite the reverse," as Sairy Gamp would say. Socialists on this question are thoroughly logical. They hold that society has a perfect right to change their industrial system, and make any disposition of the national wealth that will better improve the social and economic condition of the whole nation. If to effect this betterment of social conditions it were necessary to confiscate all existing wealth, they would not hesitate to do so. But it is not necessary, and socialists do not advocate confiscation of any sort. The total value of our national wealth is only about three and a-half times the value of the annual product. With the increased capacity for wealth production that would be effected under organized socialism, the payment for the value of present fixed wealth would be a mere bagatelle. We could totally abolish poverty; furnish every citizen with all the comforts and many of the luxuries of life, and with the surplus in five years pay off the claims of all private owners. It really would not be worth while to have the stigma of confiscation attach to us.

This enormous increase in productive capacity under a system of co-operation is not a chimera of the socialist imagination, it is acknowledged

by intelligent critics of socialism of all schools. But socialists deny that the abolition of private ownership of land, to be effected by the confiscation of economic rent, would, of itself, effect any betterment of economic conditions as long as the competitive system is retained. In a country like ours of boundless extent and sparse population it is not private ownership of land *per se* that is the principal cause of the poverty of the masses, for there is land of the first quality and abundance for all. It is the monopolization of unused land that prevents easy access to natural resources. But easy access to natural resources could be effected, as I have already shown, by the enforcement of present laws requiring all land to be assessed at its full value. But while every socialist is in favor of the common ownership of the land, he contends, and scientifically demonstrates, that under present economic conditions mere freedom of access to land and natural opportunities to the man without capital is the merest mockery. Modern production by means of costly labor-saving machinery, conducted on a gigantic scale, requires enormous capital. How could a coal miner without capital compete in cost of production with the capitalist operator controlling labor-saving machinery who could produce coal at a cost that would reduce the ordinary miner to starvation? He could make more by working for the capitalist at a dollar per day than he could by applying his labor direct to the land under a single tax *regime*. It would be exactly the same in mining or lumbering industries, and is rapidly becoming so in agriculture. Every intelligent observer of industrial conditions must see clearly the tendency of all industry to production on a gigantic scale, and the continual and inevitable concentration of wealth into the hands of a diminishing minority of non-producing capital-

ists. The tools of production are under the control of an alien class, who exact from the real producers in the form of rent, interest and profits, all above the cost of the subsistence of the real producers.

The transference of rent from the pockets of the private land owner into the public treasury would not in the slightest degree affect the wages of labor. The small producer would still be confronted with the impossibility of competing against organized capital. Take the case of the capitalist mine operators referred to by Mr. Bolland. Under a single tax *regime* the royalties they now pay private owners of natural resources would be paid to the state. In what way would that enable them to increase wages? The single-taxer replies that under a single tax *regime* the miner, if not satisfied with the wages offered by the capitalist operator, could obtain the privilege of getting out coal, iron, copper, lead or lumber on the same terms as the capitalist could, and could apply his labor direct to natural resources and produce wealth independently of the capitalist(?) Very well. Let us say the product is iron, and can be produced by the capitalist at a cost of ten dollars per ton, on the basis of labor at two dollars per day. Let us suppose the miners demand three dollars per day, and are refused. They accordingly quit work for the capitalists and commence digging out iron ore with picks instead of steam drills, and loading on cars by wheelbarrows instead of steam shovels, at a cost of forty dollars a ton, or four times the cost of capitalist methods. Where can they sell the ore at that price? Nowhere. It could be transported from Russia at a less cost than that. No, the wage of two dollars a day would be five times as much as they could make by applying their labor direct to the land. Any intelligent man can be made to understand this readily and clearly, but your single-taxer stupidly sticks his head in the sand like an ostrich and refuses to see what is palpable to every one else. A medical friend of mine assures me it is the result of a mental disease familiar to students of economics under the technical term, *dementia singletaxi-ocis*. My friend assures me that it attacks very bright minds, who, however, usually recover after a more or less acute attack, but those in whom the critical faculty is weak, or as often happens is altogether absent, the disease becomes chronic and a cure is rarely effected. Dr. H. P. Peebles, the friend referred to, tells me of a cure he effected of a very bright young fellow who caught the disease from attending a meeting of a local single tax club. The usual symptoms appeared, the patient could see nothing clearly but

the land; the usual hallucinations occurred, he imagined all wealth sprung directly from the land and that if the people only owned that, they would be able to absolutely control all the wealth produced. In violent paroxysms, he would often wildly declare that "the monopoly of land was the only monopoly; abolish that and all other monopolies would cease," and other incoherencies, quite unintelligible to any one but a single-taxer. He would also gaze intently on a rude drawing of some shrubbery and declare in rapture, "I see the cat! I see the cat!!" Well, the doctor's sympathies were aroused; he determined to save the young fellow if possible. So one day he invited him to take a ride in his buggy. It was harvest time, and they drove out a few miles in the country, onto a farm of 50,000 acres, owned by one of our wealthy citizens. Most of the land was in wheat. A few men in charge of a foreman were operating a combined header and thresher, propelled and operated by steam power. In answer to some inquiries the foreman informed them that the machine cost, complete, \$8,000; that it cut, threshed and sacked the grain at the rate of four sacks per minute, and at a cost of three or four cents per sack; that the land was plowed by gang plows drawn by a traction engine, at a cost of twenty-five cents per acre, and that the wheat as it was deposited in the ground in sacks by the machine cost the capitalist owner of the ranch less than forty cents per bushel, and that the grain would be loaded from the field into wagons and unloaded from the wagons directly on board ship at a neighboring harbor for Liverpool. In reply to further question the foreman informed them that no small farmer could produce this wheat for less than one dollar per bushel. The doctor noticed that his patient took much interest in the operation of the machine, and in the conversation with the foreman. As they rode home the doctor asked his patient how much better off a small farmer would be under a single tax *regime* in competition with such capitalist methods of production in agriculture? His patient was thoughtful, but replied "that all agriculture was not confined to the raising of the staple cereals."

A few days afterwards the doctor and his patient drove out to an orange grove of 300 acres, the average size is ten to fifteen acres, owned by a wealthy capitalist. They were shown the irrigating system by which the water from the large irrigating flume was conducted through iron pipes all through the grove, and at short intervals upright pipes projected above the ground through which the water rose and overflowed the land, thus saving a great deal of labor during the irrigating season. They were also shown a new de-

vice for protection from frosts, consisting of a perfect net work of gas pipes all through the grove. At short intervals were large burners; electric wires connected every set of burners to a battery attached to a thermometer which, when the mercury lowered to a certain point, automatically lit every burner in the grove, and continued burning until the thermometer raised above the danger point. They were informed that the small orchardist lost part of every fourth or fifth crop through frost, that the cost of attending the grove was about half the cost proportionately of the small orchard, and that they would be able to produce oranges and lemons at a profit for much less than the actual cost of production on a small orchard.

The doctor asked his patient what he thought of the prospects of the small horticulturist of the near future in competition with such scientific methods of production. The patient was still more thoughtful, and frankly confessed that small production in horticulture as in wheat raising was evidently doomed.

The doctor noticed that his patient was improving, his pulse was more regular and normal, his perceptions more acute; he commenced taking interest in economics generally. He read Gronlund's "Co-operative Commonwealth" and thought there "was something in it." The doctor regarded this as an excellent sign, as he said he never knew a case of *dementia singletaxioci* where the patient had ever read any work on economics except "Progress and Poverty," and perhaps a slight smattering of David Ricardo and Adam Smith.

Well, finally, the doctor and his patient drove out to the great sugar factory at Chino, where a plant costing half a million dollars is erected on land worth a thousand dollars. The doctor asked what the plant was assessed at and was informed \$100,000, about a fifth of its value. Nevertheless, it paid taxes to the amount of over a thousand dollars, which the patient denounced indignantly "as a tax on industry." "For," said he, "capital is a 'good thing' whose production should not be discouraged by being taxed or 'fined'." All revenue should be raised from the land, etc." (The reader is familiar with how those poor fellows talk.) They asked what the land was assessed for and were told \$1,000 and the taxes thereon \$12.50 (?). Under the single tax, land being plentiful, the tax paid by the half million plant would be probably half that now paid, or \$6.25 (?). About 5,000 acres were under cultivation with sugar beets. The farmers realized for their beets sufficient, after paying the landlords rent, for a bare living. "Ah," but says our pa-

tient, "you will find, if you make inquiry, that the factory owners will only realize the average income on their capital invested, if the business is an extra profitable one the land owners will surely absorb all above the usual returns to capital and a bare subsistence to the laborer; at least, that is what Lawyer Miller said at the last single tax meeting. Land monopoly is the only monopoly, the land robber always 'takes what is left,'" exclaimed our patient, elapsing into one of his bad spells.

But further inquiry proved that the landlord could only absorb so much as rent for the land, for when he asked above a certain rent other owners offered the use of the land for the lower price.

Beet sugar land was very plentiful and competition among land owners kept the rent down to about pay the current interest on the value of the land, i. e., if the land was valued at \$100 per acre, the rent usually represented the current rate of interest on that amount with the taxes added. How about the profits of the factory owners, who controlled no natural opportunities except a few acres of land worth \$100 per acre, who merely controlled capital in the shape of a beet sugar factory? Well, it is impossible to tell, but as I have stated before, Louis F. Post declared at a single tax meeting in this city, that the factory owners had received in bounty from the government \$78,000 more than they had paid for the beets last season (?). As the estimated cost of extracting sugar from beets is one cent per pound, and as the sugar sells for 5 cents per pound, add the bounty of 2 cents per pound, makes 7 cents per pound, they receive for the sugar, and as the bounty more than pays for the beets by \$78,000, they must make something slightly over the "average returns to capital," which the land owner has not been able to touch.

This is what the Doctor said to his patient, and further asked him in what better fix the producer would be to insist on a better division of the "swag" when the government, under a single tax regime collected the rent instead of the private land owners. "Do you not see," said the Doctor, "that wages for raising beets will under free competition, continue at the cost of subsistence, that rent of land will, under competition among land owners, be merely sufficient to pay the average returns on the investment, while the only real monopoly is possessed by the owners of the factory, who, under competitive conditions, will never be compelled to pay for beets more than the average 'wages' of labor, plus the amount paid to the private land owners, or under a single tax regime, to the state. That the factory own-

ers are the real robbers who 'take what is left,' who have merely to combine, and who have already combined to 'take what is left,' witness the fact that the last census shows that labors' share in producing \$100 worth of sugar is just \$2.20?"

This was rather a poser, but the patient replied "that the farmers might raise something else." "Wheat, or oranges, for instance," suggested the Doctor. "Well, no," said our patient. "I confess wheat and oranges will be monopolized by the capitalists, but why cannot they go on vacant land and produce for themselves instead of producing for the capitalists; at least, a chap in the RAILWAY CONDUCTOR insists that they could." Then, said the Doctor to me in recounting the conversation, "I lost my patience and nearly my patient, for looking at him strongly, I asked him if that was his ideal of the future of the wealth producers of this country, squatting on a piece of land at the 'margin of cultivation' and eking out a miserable living? Was humanity never to be bettered by the advance of civilization, by discourses in science and in the arts; by the invention and use of labor saving machinery, by increase in knowledge and technical skill, by minute sub-division and co-operation in labor? Must we continue forever to allow a few to control the instruments of production, while the great mass of producers are forced by hunger to engage in fierce, brutal and degrading competition with one another for the privilege of access to the modern tools of production; must we ignorantly and slavishly continue to allow our plutocrats to 'skim off' everything above the cost of subsistence and reproduction of labor? Or, shall we adopt a co-operative and fraternal system of production and distribution where every labor saving device will increase—not the wealth of a few parasites and robbers—but the wealth of all, where there will be leisure to cultivate feelings of brotherhood and humanity, where it will not be necessary to suppress our higher and nobler aspirations in this groveling and degrading competitive scramble to secure the bare necessities of a physical existence, where——," but here the Doctor was interrupted by his patient, who remarked very thoughtfully, "I see it now clearly, the mere elimination of the private land owner, as contemplated by the single tax theory, would be of no avail, the small producer would be at the same relative disadvantage as at present, he could never compete with the large capitalist. The man without capital would still remain the slave of the capitalistic class, mere access to land and natural resources under competitive conditions, and the inevitable ownership of the tools and ma-

chinery of production by a small class of non-producers, will not, I now clearly perceive, solve the economic problem. My dream is o'er."

The Doctor assures me that the cure was perfect; his patient occasionally attends the single tax meetings and laughs at the platitudes that formerly he considered fraught with profound wisdom. He is amused at the wrangle among the "economists," as to whether the single tax contemplates the abolition of private property in land, the worthy president holding to the negative, while one of the "lawyers" asserts the contrary. Or whether taxes on incomes and capital could be shifted, some of the "lawyers" contending it could, while others as strenuously denied it, and finally all agreeing it was a matter upon which intelligent (?) single taxers would continue to differ, and at any rate of no practical importance, whatever, etc., etc.

The Doctor is, of course, quite pleased at the cure effected, which he ascribes to new impressions forced on his patient in their various excursions among the wheat fields, the orange groves and beet sugar plantations, and also to the exhibition in large doses, of 'Gronlund's Co-operative Commonwealth Capsules,' "Bellamy's Boluses," and "Karl Marx's 'Capital' Compounds," these and a naturally robust constitution, and an alert and critical mind brought the patient through all right. But the Doctor shakes his head ominously when he refers to a couple of single tax writers for a leading railway employees magazine. One, he says, is too old to absorb any new ideas, hadn't indeed, many to commence with, while the other might be saved, but unfortunately his *dementia single taxiois* is complicated by an acute attack of "Individualism" in its most virulent form, so that that he fears the case is, alas! hopeless.

Mr. Borland's efforts to answer the objection, that security of tenure, both land and improvements, would be impossible under a tax that would vary so greatly with increase of population or business, suggests the struggles of a gentleman "in a hole." Feeling his inability to get out unaided, he calls to his assistance Bre'r Thos. G. Shearman, who gravely and ponderously considers the case of "a poor man who has built a little home upon a piece of ground with no speculative intentions," and proceeds to answer the objections that might be raised against the injustice of increasing his taxes until he was forced to sell out or remove in consequence. Note how the case is stated as of "a poor man," leaving the impression on the reader that such cases would be rare, occurring very seldom, whereas this rapid increase in land and rental values has been the

normal condition of nearly the whole country. Think of the increase in land values in all of the western, northwestern and most of the middle states during the past thirty years; of the enormous increase in land values in Chicago, Kansas City, Minneapolis, St. Paul, Wichita, and hundreds of lesser towns and cities during that time. Thousands of acres of agricultural land increasing from a valuation of one and two dollars per acre to as many thousands! and in thousands of cases to as many thousands per front foot! A few months ago, at the Columbian Exhibition on "Chicago Day," a part of the exhibit was the Indian who sold the present site of Chicago for a few flint-lock muskets and a plug of tobacco! A "poor man," indeed! Not only so but every single-taxer, nearly, claims this rapid increase will go on with accelerated pace upon the adoption of the single tax. Single tax editors everywhere are claiming that upon the adoption of the single tax every foot of land in their respective cities will come into use and be improved. However, to get over a difficulty that George stupidly overlooked, it is suggested that no owner could be dispossessed until his improvements were paid for. This is the suggestion of "a man in a hole." No, that won't do; because, to retain possession of the land all that would be necessary to do would be to erect large shambling structures devoid of architectural beauty. No one would compensate the owner for such improvements, who would in consequence retain secure possession, thereby retarding the growth of the town, and reducing its revenues. I really sympathize with any intelligent man who is forced to defend so absurd a theory as the single tax. * *

Referring to Mr. Borland's quotation from the *Single Tax Courier*, of St. Louis, I have to say,

that at a meeting of a local single tax club, discussing the inconsistency of single-taxers in denouncing land owners as "robbers," because rent was not the product of labor, I cited Henry George's defense in an editorial in the *Standard* of "Old Hutch," of Chicago, who "cornered" wheat a few years ago, and thereby enhanced its price, to the great suffering of thousands of the poor of the country. I stated that George defended "Old Hutch" as a public benefactor, and the engineering of "corners" a legitimate use for capital. That was my recollection of the editorial in question. At the next meeting of the club the president of the club made the denial quoted by the *Courier*. I cannot obtain access to files of the *Standard* containing the editorial in question. I have, however, publicly notified the editor of the *Courier* that if he will reproduce the editorial in question in the columns of the *Courier*, and that if my assertion is not borne out substantially, I will agree to pay for the insertion of the editorial at the usual advertising rates, money to be deposited in advance. I will venture the prophecy that the editorial will not be reproduced.

In a future paper I shall analyze Henry George's shallow and misleading definition of "Capital," as "wealth used to produce more wealth." In the meantime I shall await with interest Mr. Borland's further defense of the objections I have categorically presented for his consideration. * *

A man who will cite the theory of "protection," confessedly in the interest of an exploiting capitalist class, as "socialistic," or who cites the efforts of Gov. Tillman to enforce the state laws regarding the liquor traffic as an example of the baleful effects of "one man power," and therefore also "socialistic," is too ignorant or malicious to waste time upon.

OUR NEW YORK LETTER.

We are accustomed in this big town, growing every day as it is, to be more and more a centre of all kinds of interests for the entire country, to correspondingly magnify the importance of our strictly local events and imagine them, perhaps, to be engrossing the attention of outside barbarians, more than is actually the case. Bearing this in mind, one has to make a reservation for the tendency to fancy that the forty-odd states and territories are all watching the progress of our police investigation with as much interest as Gothamites; but after making all such due allowance, it is quite probable that some portion of the countless columns devoted by New York papers

to the subject, is sufficiently quoted by papers in other places to keep their readers fairly acquainted with the developments being made. And this is a likely supposition if only because it is the biggest unveiling attainable, of a condition of things which prevails to a greater or less extent in every city of any size in the country, and therefore has a real home interest wherever there is a considerable urban population.

It is actually absurd to see how solemnly old citizens of our town take the whole thing, as if they had never heard the like before. To those who may happen not to have heard of the affair or at least not to have noticed it, it may be well

to explain that it is a favorite means with us of trying to make political capital, to have a legislative commission come down every few years from Albany to investigate our city departments. The Democratic party in the city is so large that it always has two factions, one or the other of which is in a perpetual state of a deal with the Republicans of the counties, and when it happens that the deal is being made by the faction out of office, an investigation is the usual result. It never accomplishes anything, unless in the way of serving for the basis of a new cross-deal; but it is only another example of the fact that the public is very slow to learn lessons of experience, that it is always tried just as hopefully as before, and as it progresses, there is a numerous body of on-lookers to stand aghast at what is revealed, particularly when the investigation is conducted, as at present, by some lawyer with a turn for the detective style and not too much discrimination as to the credibility of his witnesses, provided he has enough of them.

But the funny thing is to see the amazed horror with which the testimony is discussed. Every one with the slightest knowledge of city life has been perfectly aware all along—and from all accounts, it is just as true in Chicago or St. Louis or Boston or San Francisco, as it is in New York—that there are numerous houses of prostitution and gambling bells, that saloons keep open on Sundays and at forbidden hours, and that these things being against the statutes made and provided and yet being demanded by a taste in some cases depraved and in others perfectly legitimate, they are kept up secretly and as a condition of doing so that they afford material for blackmail to the officers of the law who are presumed to suppress them. Whether they could suppress secret violations of law, which affect only those concerned in such violation, is a question best answered by the fact that they never do anywhere; and in the case of Sunday liquor selling at least, it is tolerably certain that the population at large would rise up in arms against any real attempt at enforcing the prohibition.

Yet there is such a fine opportunity to display the intolerance and humbug of which most of us have a share, by making laws against things that we don't approve of, that but few of us can resist the temptation; and when a chance is given us like the present, the humbug comes beautifully to the surface in pretending that one did not know anything about all these goings-on. Some day, the world will grow wise enough to recognize that so far as legal compulsion goes, it is nobody's business how actually wicked a man may be, until his wickedness becomes such, either in kind

or degree, as injures other people. But just at present, we refuse to confine our restrictions to this latter kind of wickedness, and in attempting to restrict the other kind, which concerns only the wicked ones themselves, we ignore utterly the fact that since of this there is no one injured to complain and bring the force of public opinion to its repression, it goes on all the same; the sole effect being to corrupt our public officials by offering them a strong temptation to take blackmail as a price for not battering the offenders of the law against the law. Politics has absolutely nothing to do with it, as is evidenced by the fact that the first police captain to become notorious for gaining wealth from mysterious sources, was a leading Republican, who is still high in the force, and in the councils of his party; and also by the fact that a large percentage of the agents of the various societies against vice, are invariably engaged in the same business. In fact, it is a question whether the blackmailers do not justify their behavior to themselves by the reflection that such laws are bound to be futile, and that they may as well make something out of the situation as not.

A circumstance which has stirred the community deeply has been the conviction of Erastus Wiman on his trial for forgery and his sentence for six years; and the general sentiment appears to be one of pity—except among the class of newspaper jackals who have been eating dirt for him for years and who are now snarling at him most unanimously—at the pitiful outcome of a career that has been a notable one, though always more doubtful in its methods than was generally admitted while it was successful. He certainly made a very bad showing on his trial, but the evidence was by no means clear to overthrow the theory suggested in a recent one of these letters, that he has been the scapegoat in what was apparently a conspiracy against the public who might be interested in his land speculations, and in which his partners were at least equally guilty with himself, instead of being the injured parties which the verdict has declared them to be.

Another of the trusts has gone by the board, that for controlling the warehousing business in New York harbor; and like all the rest, it has turned out to be not so much a device for amassing great profits by a monopoly of the business, as a means for playing a confidence game on investors in its shares. Uncover them where you will, it always turns out that mere combination avails nothing for monopoly, except so far as it rests on some natural monopoly or one created by law, and the really shrewd men who want to

engross the results of others' labors, do not bother with trusts, but content themselves with taking possession of things that cannot be duplicated, whether or no combination exists; such as productive mines or even more productive city lots.

Foreign news is singularly devoid of interest just now, to those who are not deeply wrought up over the question of whether the baby about to be born in England, shall be of the right sex to make a coming king, and it is a little strange that in this dearth of news, so little attention has been given to the latest development of the unsavory Hawaiian question: the outrageous constitution

which the land grabbers out there who have been posing as the representatives of liberty, have just promulgated. Not content with provisions for educational tests such as might keep the natives out of any share in their own government, they have bespattered it with conditions for property tests, not only to sit in office, but to vote, that boldly proclaim their intention to stand in the front rank of nations whose land owners do not allow the serfs without land even a show of ruling themselves. Truly, they must have studied our institutions and the conditions to which we are rapidly progressing, most faithfully.

EDWARD J. SHRIVER.

Told Between Stations.

We fell to discussing the old, old theme, Tom and I; he said one could learn to love another, while I insisted that love sprang spontaneously in the human heart, that it could not be bought, nor coaxed into existence.

"Tom my sweetheart," did you say?

Oh, no; merely an old friend whom I had not seen for several years. I am an orphan and had been away to school, and as letters from my guardian had not been very frequent nor full of news we had a great deal to talk about, how this one had married, and that one died, and another had gone to Europe, and so on, as old acquaintances will when they meet after an absence. I did not know that Tom was a conductor and it was only by chance I happened to meet him. I was reading and my mind was deep in the sorrows of the heroine, when I heard a familiar and cheery voice say, "Well, well; is that you, Madge; or your ghost?" And, looking up, whom should I see standing there, all in blue clothes with brass buttons, taking up tickets, but Tom! It goes without saying that I was both surprised and pleased, and after he had finished his duties and came back and sat down—the train was an express and only stopped at the larger places—we had quite a visit. Then it was, in speaking of our mutual friend, Sadie Brett's marriage, Tom said she "would love her husband in time." Sadie was pretty, and poor as pretty, and as standing from 8 a. m. to 6 p. m. behind the counter at Cashem's big store was hard work, one could hardly blame her, when rich old Mr. Vail asked her to be his wife and preside over his elegant home, for accepting him, even though he *was* old enough to be her father—that led to our argument.

I could imagine no fate worse than her's, a horrible existence, than which no tragedy could be more grim. How each day must seem longer

and more terrible than the last. In the morning how she must long for night and oblivion, and at night tossing restlessly upon a sleepless pillow longing for day with something to divert her mind. How long life is if we are unhappy, and how short it is if we are happy. I said something of this to Tom.

"Now," said he, "let me tell you a story. Years ago, you know, I loved Kittie Wentworth. A day of parting came and I went west on the U. P. For a year we corresponded and I was looking forward to the time when I could return and claim Kittie. At last her letters ceased. I wrote again; no answer. I passed through all the stages of doubt, jealousy, despair. I could think of nothing else. I could not run my train. The suspense became horror unendurable. I could endure it no longer. I would return and hear from her own lips if she had ceased to care for me. There was a reception being held at a friend's house the evening I arrived. I determined to go and see for myself. I had heard it rumored she had transferred her affections to my most hated rival. Still I hoped it was only rumor, but—

"She was there that night—God help me!

I saw her with him—ah, well,

There are times when earth does nobly

As a substitute for hell."

"I was mad with jealousy. I determined upon having revenge. I would make love to his former sweetheart. Time went on. I was all attention. I would not let them see I cared. At last I decided I would go him one better. That lady is now my wife."

"What!" I gasped, "did not you and Kittie become reconciled?"

"No. I married the other. And that is why I claim one can learn to love another. I think a great deal of my wife, and we have a lovely little daughter. But come and make us a visit and you shall see."

"But, Tom," I said, "a fond regard, and love, are as night and day. Do you *love* her as you did Kittie?"

He looked away a moment and a far away look came into his eyes; then—"Here we are—excuse me," and he was gone.

Just then the brakeman opened the door and shouted "Union depot—Grand Rapids." ANON.



Our readers who write to any of the firms advertising in these columns are requested to mention
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E. E. CLARK, EDITOR-IN-CHIEF.

PAY YOUR FARE OR GET OFF.

We are under obligations to Hon. John Bell, of Belleville, Ont., for a copy of the decision recently rendered by the supreme court of Canada in a case that will be found of interest by all railroad men in this country, and especially by the members of our Order who are all directly concerned in points there decided. The facts in this case, as shown by the papers, were as follows: Beaver, the plaintiff, had bought a ticket from Detroit to Caledonia, good for a continuous trip over the Grand Trunk Railway. When the conductor came round to collect fares Beaver was unable to find his ticket. The conductor allowed ample time for finding the ticket and then told Mr. Beaver he must pay fare or leave the train at a certain station. The unfortunate passenger left the train at the station named, and, subsequently finding the ticket, sued the company for damages. He was non-suited at the trial but the divisional court held that decision to be wrong and that the case should have gone to the jury. The case was carried to the supreme court where the original "non-suit" was sustained and the action of the conductor thereby upheld. The opinion of the court was delivered by Justice Gwynne, and from it we take the following extract, giving a brief but comprehensive exposition of the Canadian law upon this subject and the rights of conductors under that law:

The conductor of every passenger train is in a plain common sense understanding of the terms of the statute, the person responsible for the collection of the fares of all passengers upon his train and the person to be satisfied of such payment, either in money or by the production of a ticket authorizing the person producing it, to travel on the train of which he is conductor. The judgment appealed from is to the effect that it is not so, but that when a railway company issues a ticket to a purchaser thereof for a passage on a particular train, such ticket constitutes a contract between the purchaser and the company, that the company will carry the purchaser upon such train; and that they must do so whether he produces the ticket to the conductor or not; and that in case even of his refusal to produce it to the conductor, or to pay his fare in money to him, he cannot, under the terms of the statute, be put off the train, but must be carried to whatever place upon the railway to which the train by which he is traveling goes, that he may select as the point of his destination. In short, that the conductor is a wrong doer and

the company responsible for his wrong, if he should put a passenger off his train who excuses himself for not paying the conductor his fare in money by the simple allegation that he had purchased a ticket which authorized him to travel upon the train on which he was, but that he had forgotten to bring it with him—or that he had lost it—or that he had destroyed it—or that he had it in his pocket but would not produce it—such a construction would render the statute absolutely inoperative, but let us consider what is the true nature of the contract involved in the ticket which the plaintiff had purchased, and which he had not with him, or if he had, did not produce when on the train from which he was put off.

It was upon its face declared to be "good only for a continuous trip from Detroit to Caledonia until Oct. 14th, 1892." Now construing the contract evidenced by that ticket in the language of Lord Esher in *Butler vs. the Manchester and Sheffield R'y Co.*, as implying only such terms as were clearly and obviously in the contemplation of the parties, can it be doubted for a moment that both parties had in contemplation what had been the practice and uses ever since the introduction of railways into Canada, without ever a doubt being entertained on the point, namely, that the ticket was purchased by the purchaser and was issued by the company for the sole purpose of being produced to the conductor of the train upon which the purchaser should travel upon the faith of it, to be taken up by such conductor as and for the fare of the purchaser for his being carried upon such train; and upon the thorough understanding and intent that unless so produced it was utterly valueless and "good" for nothing. It was only when so produced within the period mentioned on the ticket, that it was to be, or could be "good" for the continuous trip also mentioned on the ticket. The contract simply was to convey the purchaser upon one continuous trip from Detroit to Caledonia (up to the 14th of Oct., 1892) upon any train of the company traveling between those two places upon which the purchaser should travel, and when called upon for his fare, should produce and deliver up the ticket to the conductor of the train, as and for such fare.

No other construction of the contract is admissible, and this being the plain, sensible construction of the contract, the plaintiff, upon the facts in evidence was, when called upon for his fare by the conductor, in the same position precisely as if he had never purchased a ticket, and not having paid his fare to the conductor, was, in the terms of the provision of the statute in that behalf, liable to be put off the train by him.

This will be recognized by every fair minded man as no more than justice. If the conductor is held responsible for the fare of every passenger on his train he certainly should have the power to secure from each of those passengers his fare or its equivalent. If the same sort of common sense reasoning could be applied by all the courts to all the different problems the conductor is called upon to solve, the responsibilities of the position would be greatly lightened and all parties would be greatly the gainer thereby.

THE ST. LOUIS MEETING.

It was the sense of the Knights of Labor, as expressed at their last general convention, that some means should be devised for bringing the labor organizations of this country into closer touch with each other. To that end they directed their officers to invite the representatives of the other organizations to meet with them for the purpose of discussing any matters of general interest that might be brought up to see if some common ground for action might not be found. Pursuant to this order a meeting was called at St. Louis on the 11th of June last. There were present representatives of the Knights of Labor, American Federation of Labor, Green Glass Workers, Farmers Alliance, B. of L. E., B. of L. F., B. of R. T. and our Order was represented by the Grand Chief Conductor. The chief interest of the sessions centered about a series of resolutions presented by the K. of L., of which the following is a brief synopsis:

A congress composed of three representatives from each of the national labor organizations of America shall meet in the city of Washington on the 22d of February of each year for the purpose of considering all plans and questions of importance that may be before the industrial and political world, with a view to securing united action upon them in the following year. The officers of this congress will consist of president, secretary, treasurer, and an executive committee of one from each organization represented.

All questions in dispute between labor organizations as to form of organization, jurisdiction and action in strike matters or minor controversies, shall be referred to an arbitration committee of three members to be elected at each annual congress. One of these members shall be taken from some national trade union, one from some body of the K. of L. and the other from the ranks of the people, neither directly nor indirectly connected with organized labor and as far as possible removed from any connection with industrial or political questions, aiming at all times to secure a man of the highest character, integrity and statesmanship.

No national or international strike involving more than 1,000 men shall be entered into until it has received the sanction of the executive committee of this congress, but when so endorsed it shall be given the united moral and financial support of all the organizations represented in the Congress and if necessary the Executive Committee shall have power to order or request the Executive Boards of the affiliated organizations to call out all their members to support such strike, and in every way to make its success the first object of all.

After July 4, 1894, the organizations herein represented agree to mutually recognize each other's working cards and a member's good standing in one organization shall insure him recognition, assistance and support by all members of all the various bodies thus affiliated.

Where two or more organizations of the same craft exist in any one locality they should at once or as soon as possible after February 22, 1895, appoint joint executive committees to arrange wage scales and hours of work mutually satisfactory, and thence forward endeavor to secure by joint effort such benefits as may arise from higher wages and shorter work day.

In the coming campaigns and elections all members of organized labor should cast their ballots against the two old political parties and endeavor, whenever possible, to elect the third party candidates, unless said third party candidates shall avow themselves inimical to the interests of the masses, and, believing further that the People's Party presents the most available means to an end, we suggest that they, at least for the present, receive the encouragement and support of united labor.

These resolutions were referred to a committee consisting of Samuel Gompers, of the American Federation of Labor, M. B. Bishop, of the K. of L., and C. W. Maier, of the B. of L. F. After

due consideration a majority report was submitted and finally adopted by an almost unanimous vote, the substance of this report being as follows:

A conference of the representatives of the organized labor of North America shall be held semi-annually, the first conference to be held February 22, 1895, in the City of Washington, for the purpose of considering questions and devising plans for the protection and advancement of the toiling masses.

Representation in the conference shall be from the general assembly of the Knights of Labor, the American Federation of Labor, the various brotherhoods and orders of railroad men and such national and international organizations as are not affiliated with either of the above, provided that any such national or international labor organization is not organized to antagonize or undermine any existing bona fide national or international union of the same trade or calling.

Each organization is entitled to representation in the conference, provided that the basis shall consist of three men for each organization.

The officers of future conferences shall consist of a President, Secretary, Treasurer and Executive Committee of one from each organization represented.

For the purpose of preventing strife and antagonism between labor organizations, we declare that there should not be a dual organization or authority in any trade or calling, and that in all matters of trade conflicts, boycotts and trade labels, the union particularly in interest should have absolute authority and autonomy.

Recognizing that corporations and the moneyed class of the country are dominating and dictating the legislation of the nation, the state and the municipalities, to the detriment of the interests of the toiling and wealth producing millions, and recognizing further that the power of wealth has subordinated the executive, judicial and military forces to its behest, thus undermining the underlying principles of our Republic, endangering its constitution and tending to deprive our people of their cherished liberties, we declare that the working masses should throw off the yoke of political partisanship and vote independently in order that representatives of the wealth producers of America may be fully represented in making and executing our laws.

By this action it will be seen that the meeting was strongly opposed to giving any Congress any authority over the affairs of the different organizations participating therein, and that the sentiment was overwhelmingly in favor of preserving the perfect autonomy of each of them. The principal discussion hinged upon the question which is really the pivotal one of difference as between the Federation of Labor and the Knights of Labor, or as between the old organizations of railroad employes and the ideas advanced by the A. R. U. The line being thus drawn it very naturally caused the different representatives to advocate the policies supported by their various bodies. While no one, perhaps, was able to convince the others that his particular views were correct, a general good feeling seemed to exist, giving promise of better things in the future. There can be no question but much good will result from a few such meetings as this when matters of the first importance to all may be discussed and the delegates be brought to agree upon all points where agreement is possible and upon the others, it is hoped, agree to disagree. The question of endorsing any political party or movement was decided to be foreign to the purposes for which the meeting had been called and

no expression was made upon points of that nature. Some of the writers for the public press jumped at the conclusion that the purpose of the gathering was to amalgamate some of the great

labor bodies of the country, but no propositions to that end were advanced or discussed. Arrangements have been made to print a condensed report of the meeting and as soon as it is out a copy will be mailed to each one of our Divisions.

THE COAL MINERS' STRIKE.

After continuing some eight weeks, the coal miners' strike, one of the largest and most important movements ever engaged in by organized labor in this country, was brought to a close by a compromise agreement entered into by the representatives of the miners and operators at a meeting held in Columbus, Ohio, June 11, last. Affairs had been shaping themselves badly for the miners for some time before the call for this meeting was agreed to, and the more thoughtful among their number were becoming fearful for the result. In many places their own men were deserting in numbers sufficient to greatly weaken their force, men outside their organizations were being hired to fill the places of the strikers, many of the great corporate interests of the country were combining with the operators to start up the mines with new men regardless of the old, their money had run so low that the officers were obliged to use their private means, and it was impossible to keep organizers in the field to maintain discipline and sustain the courage of the men, and the militia had been called out to guard property and suppress lawlessness. In addition to all this President McBride gives, in his letter of explanation and advice to his men, the following as the most potent of all the many causes forcing the officers to the course taken:

As long as the miners engaged in the suspension observed this policy of peace and order, there was no doubt of their ultimate triumph. There has been at no time nor can there be any reason for setting law and the authorities at defiance, and indulging in violent demonstrations to redress imaginary wrongs. That violence has been committed and law in other ways disregarded, there can be no doubt; but that our men have been so outrageously lawless, as press reports indicate, we deny. Any violation of law, however small, supplemented by the maliciously exaggerated press reports, proved sufficient to change and turn against us a public opinion, never too friendly toward the laboring men when in conflict with corporate greed.

In the face of these adverse influences, President McBride was forced to make a settlement at this time when he could do so and serve the best interests of a large majority of the miners and snatch victory from what promised to be defeat. He had strained every nerve, had brought every agency within his power to bear, had made every effort that could be asked by any reasonable man, in short he had left nothing undone that promised to secure the success of the movement. After going to the extreme limit of his physical powers in working for the common cause and doing the

very best it was possible for him to do, he was rewarded, as is usual in such cases, with the accusation of having sold out his friends and followers. We are unable to discuss intelligently the technical points in the agreement signed at the conference, but the advantages gained are succinctly pointed out by President McBride, in the circular letter before mentioned, as follows.

While we have not been able to restore wages to what they were in the early part of 1893, we have, in many instances, prevented reductions from taking place, and in others secured part of what we lost. Reductions have been prevented in Southern Illinois, and in Iowa prices have been restored and the organization recognized. One-half of the reduction pending on May 1 has been saved to the miners of Indiana and a similar amount saved to the miners of northern Illinois. In addition to this, the operators from the latter field have promised to abolish the infamous contract system which has caused so much dissatisfaction to the miners of that part of the country and so much injury to their competitors in other fields. In Ohio an increase of ten cents per ton has been secured, and in western Pennsylvania an advance of a similar amount. In addition to the price of mining the inter-state agreement has been re-established and once more peaceful methods of adjusting wages will take the place of strikes.

In electing check weighmen, miners will no longer be hampered by the interference of the operator, as under the agreement they will have the privilege of electing a man of their own choice to fill that position, something not heretofore enjoyed by a large portion of their number.

While we have not succeeded in accomplishing everything mapped out by the National Convention, we have secured more for the men than could have been obtained through local or sectional effort, and in our judgment all that could be secured by the present movement under the conditions by which we were surrounded, and conditions that were unforeseen at the time of the National Convention.

So far as we are able to judge, the officers of the Mine Workers' Union have done all that anyone could have done under the circumstances, and we look upon the settlement as a victory for the Association. We cannot help feeling that it would be much better for the Association, and for its members generally, to have the settlement accepted in good faith by all instead of having discord caused by some refusing to join with their brethren in what must be considered by the fair-minded as a creditable solution of their difficulties.

"The church," says Grand Master Machilist O'Connell, of the International Association of Machinists, "aims to raise the human family to a higher standard and teach them the fatherhood of God and the brotherhood of man. This is the teaching of organized labor, first, last and all the time. Hence I say the church and the labor movement are identical."—*Trackmen's Journal*.

A SAMPLE OF CORPORATE LOGIC.

The recent decision of the Indiana Appellate Court, in a suit brought by an employe against the Pennsylvania road to recover damages for injuries sustained while in its service, has been the subject of wide comment and that comment has been, for the most part, so far from the truth as to give color to the charge that it was fathered either by ignorance or a blind surrender to the interests of the roads. The employe in question was a member of the benefit department carried on under the name of the road and accepted the benefit due from it, after which he brought suit to recover from the company for the injuries sustained. The Appellate Court decided that an employe could not draw the benefit from the relief association of which he was a member and also bring suit for damages against the company, and this decision at once received the hearty sanction of every subsidized sheet in the country. The following from one of the Philadelphia papers is a fair sample, both in tone and logic, of the stand taken by all in the same class:

"Children are taught the impossibility of, at the same time, obtaining a cake and retaining possession of the penny given in payment for the edible. Grown people, as well as juveniles, sometimes need the pithy advice of the old saying. A western court has recently decided that a railway employe belonging to a relief association cannot draw benefits in consequence of an injury, and also bring suit for damages against the company. He can relinquish his membership and seek to obtain compensation for his injuries, but he must not suppose that the company will pay money to be used for legal expenses in a suit brought against itself.

"Efforts have been made to misrepresent this position. It has been claimed that a man who enters a relief association is, by judicial ukase, prevented from obtaining damages in case of injury. The judge says nothing of the sort. He merely points out that the employe must choose between the certainty of a benefit and the possibility of a larger sum or of nothing. A suit might result adversely to the plaintiff. It might appear that benefits offered by the company were reasonable, and the appeal might seem to be a fortunate one, and yet when the legal expenses were defrayed the plaintiff might find that his claim had not been a profitable speculation.

"An employe who has been hurt while in the discharge of his duty may find that as soon as he is able to resume work a place is ready for him. Even though his injuries are serious, there are posts that can be filled by crippled men. If an employe is rendered helpless there is often a place for some member of his family. The benefits of a relief association do not of necessity end with the amount of cash actually paid at the time of the casualty. There may be excellent reasons for accepting the sum guaranteed by the company rather than beginning a series of

legal proceedings that may result in nothing or may be protracted for months or years. At all events, one can not draw benefits and sue for damages. He must choose between the two."

The fallacy of this argument is to be found in the assumption that the benefits paid by the benefit department come from the company. If this were true, if the company offered its men an absolute guaranty that they would be paid a certain sum in case of injury, then there would be reason in the statements made, but such is not the case. In all these cases the benefit is paid from a fund made up from the forced contributions of the employes of the system and does not come from the coffers of the company. Whether they like it or not, the working men are compelled to contribute from their hard earned wages to provide the means out of which they or their co-laborers are reimbursed in case of accident. The company is simply the self appointed guardian and distributor of this fund, and for that service expects to be given immunity from all responsibility in case one of its men is injured. If the man in question had taken the money he paid for indemnity by the benefit department, and had given it to one of the regularly organized insurance companies, there could have been no question as to his right to collect the amount of such insurance and then fall back upon the company for further damages if he saw fit. If any distinction of right is to be made between the two cases it would seem to be in favor of the man who is compelled to take on insurance rather than the one who does so from choice. The benefit received by plaintiff had been paid for by him and was as much his private property as if he had purchased it from a corporation entirely foreign to the one by which he was employed. It will require better argument than has been yet advanced to convince the fair-minded that any company can compel its employes to pay for insurance and thereby release itself from responsibility in case such employes should be injured while in its service.

PROPOSED IN CANADA.

In the Dominion Parliament at Ottawa, Ontario, Sir John Thompson proposes to add the following to the Criminal Code:

Everyone is guilty of an indictable offense and is liable to three years' imprisonment who, being or acting in the capacity of a train conductor or other agent or employe of a railway company authorized to sell tickets or take up tickets or collect fares from passengers while traveling

on any train operated by such company, fraudulently allows any person to travel on such train for any distance without either paying the proper fare for that distance, or producing a ticket or other evidence that such person is entitled so to travel for that distance, or willfully omits either to punch or otherwise mark any ticket traveled on so as to mark that it has been traveled on.

Dishonesty should of course be punishable by a punishment which fits the crime, but the evi-

dence should be most conclusive and should be presented by someone more reliable than the average "spotter." Charges of most dishonorable and dishonest transactions, involving railroad detectives, were freely made, in connection with the investigation of the killing of one of their number on the Chicago & Grand Trunk Railway, not long since. They were so sweeping in their nature that they justify belief in the saying, "When thieves fall out, honest men get their dues."

If it is consistent to imprison the conductor if, in the bigness of his heart he should "fraudulently" allow a fellow employe, a destitute woman or a cripple, to ride without exacting the payment of fare, what should be done with the man who can well afford to pay his way, but who, in order to beat the company, and save a little himself,

steals a hat check, and after surrendering to the conductor a ticket for a short ride, exposes the check in hopes the conductor will overlook him; or the man who presents a mileage book with the statement that he is going twenty miles when he knows he is going one hundred, but who hopes the conductor will forget? What should be done with the man who, in order to keep himself employed, to ingratiate himself with the officials or to get revenge for some real or fancied wrong, makes false accusations against a conductor whose business transactions are as open as the day?

It is said in Canada that the Dominion Government is one department of the Canadian Pacific Railway Company, and we suppose, if the C. P. R. wishes this law enacted, Parliament will obey instructions.

A news dispatch from London, Ontario, dated April 30, 1894, speaking of the meeting of the Board of Directors of the Grand Trunk Railway, said: "The board instructed Mr. Seargeant to call together his officials and see whether further reduction of expenses could not be made at once.

This must needs be done with discretion, owing to the present strength of the labor unions in America." This is evidence that the organizations have made themselves felt in the Dominion and that the good effects of the victory won by the conductors and brakemen on the Canadian Pacific have not as yet worn away.

The "grade crossing" question now bids fair to find solution in the absolute requirements of the service rather than in the more or less uncertain processes of the courts or the interminable negotiations of officials with the politicians who make up the ordinary city government. The demands of modern traffic have made speed one of the prime requisites in the passenger service of all the great lines, and the proper rate of speed can not be reached without the use of the latest and most approved equipments, both in roadbed and rolling stock. This also includes rapid running through the cities and towns along the line,

and that can not be done unless the roadbed is placed either under or above the street crossings. The managers of the great trunk lines are beginning to recognize this fact and many of them are already at work making the necessary changes. Naturally a change of this importance cannot be effected in a day, and it should suffice that a beginning has been made with every promise that the good work would be carried on to its legitimate conclusion. There will be reason for general congratulation if this important question can be settled in some such natural manner as this without any of the strife which is almost certain to follow the methods now under consideration.

COMMENT.

That quaint old philosopher, John Ruskin, gave utterance to many sentiments that are worth heeding, and the following has special application to the social situation as it exists today: "Quixotism or Utopianism—that is another of the Devil's pet words. I believe the quiet admission which we are all of us ready to make, that because things have long been wrong it is impossible that they should ever be right, is one of the most fatal sources of misery and crime from which

this world suffers. Whenever you hear a man dissuading you from attempting to do well on the ground that perfection is 'Utopian,' beware of that man. Cast the word out of your dictionary altogether, there is no need for it. Things are either possible or impossible—you can easily determine which—in any given state of human science. If the thing is impossible, you need not trouble yourselves about it; if possible, try for it." The dividing line between the possible and the

impossible—where is it? There certainly is such a line, and it is certainly possible to establish its outlines. Men who are trying to improve the condition of labor, who are endeavoring to bring about conditions that will permit the laborer to enjoy the full product of his own labor, are continually met with the cry that they are attempting to accomplish impossibilities; they are called "Utopists." But those are very poor, or very blind students, of human affairs who reason in this manner. To cross the ocean with steamships was once declared an impossibility, and during the very week that the first trans-Atlantic steamboat steamed into Liverpool, a noted French scientist demonstrated to the satisfaction of an admiring audience how utterly impossible it was that the thing could be done. Field was declared a "Utopist" for attempting to establish the Atlantic cable; it was said that he was attempting to accomplish an impossibility; but he proved the thing possible all the same. Less than fifty years ago men who worked for the abolition of slavery were called "Utopists;" it was said that they were trying to accomplish impossibilities; and now, the men who are trying to bring about conditions of justice for laborers are met with the same cry, and eminent scientists enter into long demonstrations that really demonstrate nothing but their own blindness.

* * *

Editor Godkin, of the *New York Post*, spreads himself over considerable space in the *June Forum*, in the effort to show that it is impossible for laborers to get any more than they have now, because there is no more for them to get. He expresses great contempt for those whom he dubs "ethical economists," who are endeavoring to accomplish impossibilities by establishing exact justice between man and man, and rendering to the laborer what actually belongs to him. It may very readily be admitted that if the present

economic status is allowed to continue, there is no possibility for laborers to get any more than they have now. But is it not possible to change that status, to establish new and better economic conditions? The possibility of such an event is just as certain as that the earth moves. If we, as a people, continue to allow our trusts and monopolies to absorb all the surplus wealth of the country by means of class laws purchased from our law makers, although in accordance with our national policy of government, why, certainly, laborers can get no more than they have now, because there will be no more for them to get. But the present is not a natural, it is a man-made condition. It has been established by the votes of the people, it is maintained and perpetuated by the votes of the people, and it can be utterly annihilated by the votes of the people. There is no impossibility about anything of that sort; all that is required is unified action for a common purpose, and that purpose the destruction of the conditions which permit the trusts and monopolies to absorb the surplus wealth of the country without rendering an equivalent to labor in return for it.

* * *

There is nothing impossible, nothing impracticable, nothing "Utopian," about any of these things which may be accomplished by the votes of the people in this republic of ours. On the contrary, they will prove the salvation of labor, and the laborers have the votes to do the business with, too. The votes are a thousand times better than any other weapon that can be used, but they must be used intelligently. Men must stop voting as republicans or democrats, and begin to vote only as workmen. In that way will their salvation be accomplished, and it will come so easily that people will wonder where they have been at for the last two or three hundred years or so.

"B."

BORROWED OPINION.

It is eminently proper and fitting at this time to take up in a brief and pass upon all pertaining to labor and its advancement in channels that are in every way law-abiding and consistent with the higher education that is daily making itself felt among the masses. In railway organizations, the tendency of education is toward arbitration between employes and the governing employers, and the former are first in the field looking towards that end. At the recent union meeting of railway employes, held in New York City, the question and modes of arbitration were exhaustively discussed and practically agreed upon by that great number of bright railway men from

all sections of the United States and Canada. They also favored taking such political action in future as would protect railroads from unjust legislation, the substance of such action being to cast a solid railroad vote regardless of any party feelings, and with whatever party would best preserve corporate and individual interest on a just and equitable basis as against those interests on the other hand that seek but to make war upon railroads through prejudice or mistaken policies. They also favored election of railroad commissioners by popular vote, and not by appointment, as now. There is method in all this of such fine conception as

must necessarily commend itself to all liberal and fair-minded people, and clearly shows that the rank and file of railway men are sufficiently bright and far seeing to rank in the near future as a great, and we may say, governing factor in politics. If not the latter, then a factor that no party can ignore in its pledges. Now the question presents itself—what steps will railroad officials take to meet and further views prolific of such vast resources to the companies they represent? Will they, too, be willing to sink all party feeling and line up solidly for the work as outlined? Refusal to do so would at once stamp them as men having no interest in the matter save that of drawing their regular salary. It is high time that in view of what their employes are doing they bestir themselves, and thus show they are alive to corporate interests beyond the point of drawing salary and laying awake nights oft-times hatching up schemes whereby they circumvent them in a "finish fight" when there is a struggle on. There should be a blending together of interests in all this that would go far, if not entire, in doing away with "strikes" that are costly to the men, the company and the public, through the suspension of traffic. The idea as set forth by *The Herald* is in every sense applicable to present conditions, and railway officials may take it home with them as a gratuitous mess of wholesome food for reflection.—RAY RAYMOND in *Salt Lake Herald*.

It is said that a man is the victim of heredity and environments. This, in a measure, is true, but man is principally the result of his own work. There comes to every individual a crisis, or often several crises, when by an act of choice he molds his future. It would be a vast stride in the interests of peace and of the laboring classes, if the policy of arbitration, which is now gaining favor for the settlement of international quarrels, were also availed of for the adjustment of disputes between employer and employee. We are, and always have been in favor of compulsory arbitration of differences arising between railway managers and their employes, which they could not of themselves adjust. Arbitration, as a method of settling differences between nations and individuals, has already made great triumphs and secured the best results. In France and England, arbitration and conciliation have made gratifying progress in adjusting differences between capitalist and worker. Several of the States have a law providing regulations to govern arbitration of disputes between employer and employee. It has already prevented some strikes and violence, and promises in the future to do well. When employer and employee can lay down their irritation and grievances sufficiently to meet as equals and discuss frankly and cordially the disputed issues before a Board of Arbitration, selected by both parties, it is a great step gained. The Brotherhood of Locomotive Engineers have never had a case, to my knowledge, they were not willing to submit to a Board of Arbitration composed of disinterested men. I hold that it is within the power of Congress to enact a law creating such a board, with full

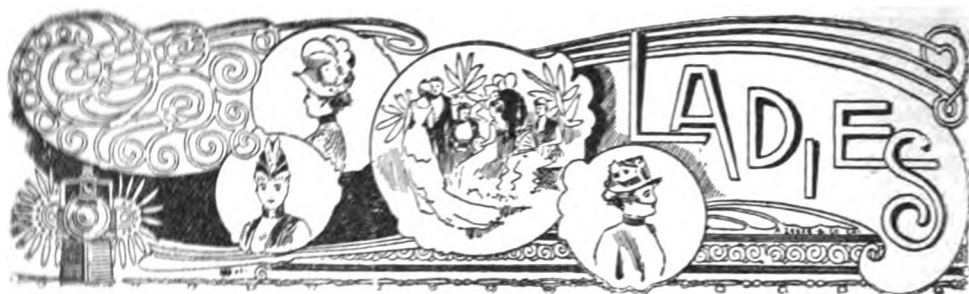
authority to settle all disputes, thereby preventing a recurrence of the disastrous railway strikes. Experience has proven that strikes, which lead to violence and destruction of property, afford no satisfactory relief; on the contrary, they engender ill-feeling and entail misery and suffering upon thousands of innocent women and children.—T. S. ARTHUR, Grand Chief B. of L. E.

There will have to be some very severe examples made in this country of successful and would-be train wreckers before long or there will be some terrible wrecks and loss of life. It is hard to understand how any human being could become so vindictive and regardless of life as to attempt the wrecking of a passenger train filled with helpless and inoffensive people; but that such devils exist we have only too frequent proof.

The merciful feature of our criminal law which provides degrees of punishment for a crime attempted and a crime committed is of doubtful justice in any case, but in the matter of train wrecking it is a positive travesty of justice. Six feet of earth should make train wreckers all of one size, whether their attempts are successful or not. Public safety demands that fiends who would wreck trains must be put deep under the sod in short order. This is the only way to stop wrecking, and it is the way that must eventually be adopted.—*National Car and Locomotive Builder*.

The problem of grade crossings has been satisfactorily solved in the city of Elizabeth, N. J., in the heart of which formerly two great railway lines—The Pennsylvania and the New Jersey Central—crossed each other at grade. The tracks of the Pennsylvania Railroad have been elevated and its trains run on a viaduct through the city, above all the streets and the tracks of the other railroad. In addition, the grade of many streets have been altered so that they now pass under the Central Railroad. The advantages to both the city and the railroads are obvious. Higher speed can be made by trains on both lines without the least danger of accidents, and the people of Elizabeth are free from the perils that lately beset them. The city is to be congratulated on the happy change that has been brought about.—*New York Tribune*.

Another noble triumph of the principle of arbitration in wage and labor disputes is that of the Mobile & Ohio decision. The officers of the road thought there should be a reduction of 8 per cent in wages. The men thought differently, and, instead of fighting upon the issue, both sides agreed to continue the operation of the road as usual, pending the decision of a committee of arbitration. The committee, consisting of G. W. Boyd, president of the Merchants' Exchange, of St. Louis; Lieut. Gov. J. M. Gill, of Illinois, and F. M. Alexander, a clergyman living on the line of the road, agreed that there should be a reduction of 4 per cent for a period of four months from June 1, after which wages are to be restored and continued indefinitely, sixty days' notice being required of either party desiring or proposing a change. The decision was promptly and heartily ratified by both sides.—*American Machinist*.



ST. JOSEPH, Mo., June 10, 1894.

Editor Railway Conductor:

As I have been chosen correspondent to fill the place of Sister Harris, resigned, I will endeavor to write a few lines in behalf of Benevolent Division No. 17, and hope that they will prove as interesting to some of the Sisters at a distance as their communications have to us.

We meet the first and third Wednesdays of each month, and as a general thing our meetings are very well attended. The Sisters all seem to be very much interested, and do all they can to further the cause.

We have not been so prosperous this year as we would like to have been, in regard to members uniting with us, but we have the prospect of several in the near future. We were very sorry to lose from our number our Junior Sister, Sister Smith, who was one of our most regular attendants, but perhaps she may be the means of the organization of an Auxiliary at her place of residence, Horton, Kansas. Sister McGregor, our organist, has also left us to reside in Nebraska. We miss her presence very much.

Sister McKeeby, one of our charter members, formerly of St. Joseph, but now of Spokane, Washington, made us a very pleasant visit in April. It was like old times to have her with us. Our first President, Sister Kimball, now of Kansas City, also made us a visit.

We have instituted the monthly socials in our midst, and derive a great deal of pleasure therefrom. We are now engaged in piecing a quilt, which, when finished, will be sold to the highest bidder. I had the pleasure of accompanying D. G. P. Sister E. N. Foote to Des Moines, where a union meeting of the L. A. to O. R. C. of the state of Iowa was held. We had the pleasure of meeting our Grand President, Mrs. J. H. Moore, while there, who gave us some very good advice. The Sisters of Excelsior Division No. 19 certainly know how to entertain, for they did everything in their power to make it pleasant for us, and we returned to our homes feeling that it was good to have been there.

Yours in T. F.,

MRS. D. L. SIMS.

JACKSON, Tenn., June 18, 1894.

Editor Railway Conductor:

April 26, last, was the first anniversary of Ideal Division No. 39, L. A. to O. R. C., and the occasion was fittingly observed by the ladies. The annual address by Mrs. P. B. Wilkinson, President, opened with a brief history of the Division, followed by a highly complimentary mention of the excellent work done by the Secretary, Mrs. P. C. Callahan. The speaker then proceeded to outline the proper sphere of usefulness for the members of the Auxiliary as being to support rather than to direct, and urged upon her hearers the need for keeping constantly in sight the precepts of the Order in which they all took so much pride. "This, then," said the speaker, "is the mission of our Order, to scatter with one hand rays of sunshine and the brightest flowers of Christianity and of love, and with the other hand ward off the temptations of life and gently lead those we love to a brighter hope." Feeling mention was made of the two Sisters who had answered to the last call, and the address closed with warm congratulations upon the good work done during the past year and the promise of even better things in the year to come. The report of the Secretary showed the affairs of the Division to be in excellent condition, the membership having gone up from twenty-one to thirty-five during the year, while a handsome balance was left in the treasury in spite of the large amount of charitable work done by sanction of the members.

In addition to the addresses mentioned, an excellent program of music and recitations was presented and greatly enjoyed. The hall was tastefully decorated, a feature being an evergreen arch bordered with conductors' lanterns. Another feature was the presence of a "Sibyl," who received the gentlemen in her secret cavern and, for the small sum of 5 cents, solemnly advised each and every one to "Always cut from you and you will never cut yourself," at the same time giving a practical illustration of this good advice with a carving knife and stick with which she was armed. All present felt with their

officers that the social gain to them through the organization was far more than could be given expression, and that they had been more than repaid for every exertion it had called for.

Our officers for the ensuing year are: Mrs. P. B. Wilkinson, President; Mrs. J. D. Morgan, Vice President; Mrs. P. C. Callahan, Sec. and Treas.; Mrs. P. Leister, Senior Sister; Mrs. J. C. Reynolds, Junior Sister; Mrs. R. Phillips, Guard; Mrs. R. Stout, Chairman Ex. Committee; Mrs. W. J. Murphy, Cor. Sec.

December 25 and 26 last were celebrated by conferring the "Oh Why" degree upon a large number of deserving candidates, after which an elegant repast was served and thoroughly enjoyed. On February 13th the ladies adorned the altar with a beautifully embroidered cloth, the work of Mrs. J. C. Reynolds, who is famed for her taste and skill in needle work. The presentation was made by Mrs. Robert Phillips, in a thoroughly appropriate speech which won for her many warm encomiums.

Our meetings have all been well attended and full of interest and pleasure for the members. We now have a membership of thirty-seven, with three petitions out and hope for more in the near future. The weather has been very warm of late, but all the sisters who have answered to roll call have been more than repaid. With best wishes for the CONDUCTOR and all Sister Divisions,

I am, yours in T. F.,

MRS. W. J. MURPHY.

DES MOINES, Iowa, June 4, 1894.

Editor Railway Conductor:

All the Sisters will doubtless be pleased to hear of our union meeting, and of how we enjoyed our visit of the Grand President, Mrs. Moore. Tuesday evening our guests began to arrive, the first being Mrs. C. O. McBride, of Muscatine, and Mrs. C. A. Ross, of Cedar Rapids. Wednesday brought Mrs. E. N. Foote and Mrs. D. L. Sims, of St. Joe, Mo.; Mrs. Burns and Mrs. Hammond, of Eagle Grove; Mrs. Grace, Mrs. Simmons, Mrs. Parks, Mrs. Price and Mrs. Crail, of Ottumwa. That evening our Grand President arrived and was driven at once to the home of Mr. and Mrs. O. T. Johnson, where we tendered a reception in honor of our guests. There were about seventy-five present. The evening was spent in card playing, after which dainty refreshments were served. The veranda was beautifully arranged with chinese lanterns, where the mandolin orchestra played sweet music during the evening. About midnight the guests began to depart, after having spent a very pleas-

ant evening, with the understanding we would all meet in our hall at 9 o'clock the next morning.

At 9:30 the meeting was called to order and after the reading of the minutes and letters of regret from Sister Higgins, Grand Secretary and Treasurer, and Sister Flanagan, of Perry, our President, Mrs. Rich, asked Mrs. Moore to take her place and give us some instructions and good advice. I must say she did give us some excellent advice, as all who ever met Mrs. Moore know she can do, in her ever genial and practical way.

She highly complimented Excelsior Division for being the first to have a union meeting, and hoped our example would be followed by other Divisions, as she thought it was a good thing, and so did all present. At one o'clock our meeting closed.

After dinner our guests were driven about our beautiful city and to see Iowa's pride, the capitol building. All left for home hoping Excelsior Division would soon have another union meeting. Word has just reached us that Sister Nicholas, who has been spending the summer at Colorado Springs, is very sick. We are in hopes she will meet with Sisterly love out there and will soon be able to return home.

Yours in T. F.,

MRS. A. MC. LEES.

CUMBERLAND, Md., June 28, 1894.

Editor Railway Conductor:

It is with pleasure that I again report to you in behalf of Maryland Division No. 46. Our membership is not large, but they make up a circle that can hardly be excelled for friendliness and sociability. We are constantly growing in numbers and our meetings are all well attended, the Sisters all being enthusiastic in the work. On April 21 last, our Division raffled off a silk quilt that had been pieced by the members, each lady contributing a square, and it brought the neat total of \$100 into our treasury. Since my last letter Sister Burns has been called upon to mourn the death of her only daughter, Anna Pearl, aged two years and fifteen days. The funeral was held from the M. E. Church at Hyndman on the 8th of April. The ladies of the Division sent a beautiful floral offering in token of their sympathy with Sister Burns in her deep bereavement.

We are looking forward with most pleasant anticipations to a visit from our installing officer, Mrs. B. F. Wiltse, in the near future.

Yours in T. F.,

MRS. W. W. DUNLAP.

FT. WAYNE, Ind., June 5, 1894.

Editor Railway Conductor:

It is with pleasure that I inform you of the formation of a new Division in this city, which we have named Kikiouga. The officers who will have charge of our affairs during the coming year are:

Mrs. Charles Kaler, President; Mrs. Charles Taylor, Vice President; Mrs. Will Kitselman, Secretary and Treasurer; Mrs. Hubert Taylor, Senior Sister and Corresponding Secretary; Mrs. Charles Schofield, Junior Sister; Mrs. Del Elliott, Guard.

We start out with fifteen charter members and hope to be able to double that number by the close of the year. Our board of officers are all enthusiastic in the cause, and being good workers, we may confidently expect to grow from the first.

In the evening following the initiation we gave a reception in honor of visiting officials, Mrs. Irene Moore, of Toledo, and Mrs. Spach and Mrs. Senel, of Huntington. There was an excellent attendance and all passed a very pleasant evening.

With greetings to all the sister Divisions, I am
Yours in T. F.,

MRS. HUBERT TAYLOR.

—•—
CEDAR RAPIDS, IOWA, May 24, 1894.

Editor Railway Conductor:

Since our last report Columbia Division No. 37, L. A. to O. R. C., has been in a prosperous condition both socially and financially, two new members having been accepted, with applications out for more. During the same time a promising Auxiliary has been organized at Eagle Grove with a charter membership of twenty-seven. Columbia Division was represented on that occasion by Mesdames Barber, Francis and Ross, the others being prevented from accepting the kind invitation of the new Division by sickness and other causes. After the business session the guests were given a banquet which was most enjoyable in every particular.

Estherville has also been added to our list with a flourishing Division, starting out, I think, with twenty charter members.

The first anniversary of Columbia Division was celebrated on April 17 last, by giving a banquet to our many friends. I am pleased to be able to report that it was a success, showing something of the progress made by the Division during the past year. Dancing began at 8:30 and was kept up for two hours, when the floor was cleared and supper served. After this portion of the entertainment had been sufficiently

discussed, dancing was resumed, and in this the time passed so pleasantly that when the hour for separation came all were surprised at the shortness of the night. If the kind words of our friends may be taken it was a happy ending for what has been a prosperous and profitable year to our Division.

The ladies of Des Moines Division extended us an invitation to attend the reception given by them, in honor of the Grand Officers, on the 23d of May. The President and one delegate were in attendance and report a pleasurable gathering.

We gave a surprise party at the home of Sister Buttre, on May 7. Ice cream and cake were served and a general good time was had by all present.

Yours in T. F.,

MRS. BARR.

—•—
DENISON, Texas, June 8, 1894.

Editor Railway Conductor:

Turner Division No. 28 has been quiet lately, but we have been very busy, having had several initiations. The last to be initiated into the mysteries of our Order was Sister Sam Knapp, of Mineola, Texas, and we feel sure she will make a good and useful member. She is unable to be with us very often, but when she does we can make her all the more welcome.

We are still having our teas once a month and find them a success both socially and financially. The last tea was given at Sister Finley's and there were twenty present and a pleasant time was had by all. The O. R. C. men are a little backward about attending. They seem to be afraid of a crowd of women now. But just wait till they get started, they will take us by storm. We gave an ice cream social and donkey party at Sister Oldham's, last month, which was a success in every respect. Brother Stone made a very neat little speech in behalf of the donkey—which was the funny feature of the evening. The net proceeds of the social were \$8.25. I think the Ladies' Department of THE CONDUCTOR is the most interesting part, and if our Brothers don't look out they will be crowded out. There were eight pages from the ladies in the April number and only five from them. I will make my letter short and give the other Sisters a chance.

Yours in T. F.,

MRS. C. Y. B.

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TOLEDO, Ohio, July 7, 1894.

Editor Railway Conductor:

The June number of THE CONDUCTOR to hand. I turn instinctively to the Ladies' Department and feel a pang of disappointment. All due praise to

those who have furnished matter for this department, but from our fifty four Divisions we should enjoy a greater amount of news. The working of our different Divisions, if reported, keep all well informed, and the arrival of THE CONDUCTOR will be eagerly awaited. In a recent number of THE CONDUCTOR our editor for the first time said to the ladies: "The Ladies' Department is just what you make it." This crumb of comfort I gladly accepted, and felt sure the assurance of our responsibility for the Ladies' Department would call forth our best efforts. The two pages of matter in the June number (which does not compare favorably with the contents of the department for several preceding months) causes me to wonder if it can be possible the wives of railway conductors are insensible to these responsibilities. I can't believe the wives of railway conductors derelict in their duties, but am sanguine when the subject is better understood our department will be improved. I desire to express my appreciation of this favor, and am only voicing the sentiments of all conductors' wives when I say we will labor to make this department one of the leading features of THE RAILWAY CONDUCTOR. Our appeal for our department is not to the members of the Ladies' Auxiliary alone, but to the wives of all railway conductors. In this broad land there are many conductors' wives not united with us in our efforts to advance the best interests of the women, to which, as a class, we belong, but this does not debar them from the privileges of the Ladies' Department. I would that every conductor's wife would cast her lot with us. While in one sense the women are the same, they are possessed of honest and upright principles and true, womanly characteristics, as a class conductors' wives excel in these virtues, but we must organize to bring out the very best wisdom and knowledge of the best women for our cause. Our growth, considering the prevalent financial depression, is encouraging. Never has there been a time since I took up this work that the requests for information have been so urgently persistent as at present. I have great satisfaction in being able to say that the conditions affecting our interests are favorable for a great addition to our Order. I am well aware the intense heat prevents in a degree very active work. Many have already left home for the mid-summer vacation, but these circumstances do not in any way free us from our responsibilities. Neither summer's heat nor winter's cold should affect in the least the enthusiasm we should all possess for our cause. Honest work will tell. A word fitly spoken, a deed feelingly enacted, is not without its reward. Persistency is necessary if we would

succeed! I am glad to be able to state we have those engaged in this work who are persistent, who cannot be moved by any condition of their summer outing, nor heat, nor cold, has any effect to detract from their earnest work. Such members are a credit to any work, and we have many such. When the great power of labor is in a state of unrest to the extent of its present condition, it behooves us to be 'vigilant, active and brave,' to use our influence in the right direction, and to be ready to do our part. There is no influence so powerful as home influence, and in times like these we feel and need their power. The true woman will, now that the imperative demand is made, be the husband's encouragement and comfort in the trying times before us. Annie Besant has well said: "Our work is for human brotherhood. Our influence to be used in spreading the feeling that progress will be won, not by working for our sex against the other, but as for both, common service of the race being the true ideal."

MRS. J. H. MOORE, G. P.

Her Speechless Agony.

The music ceased, the curtain rose,

I did not heed the play

But gazed upon her lovely face—

She sat two seats away.

Her cheeks were tinted apple bloom,

Her teeth like gleaming pearls,

Her eyes as blue as Summer skies,

A wealth of golden curls.

And as I gazed upon her face

There came a look of pain,

Like cloudy shadow o'er the land,

It passed, then came again;

I saw the teardrops in her eyes,

The rose tint fade away,

And that fair cheek grew deathly pale—

In speechless agony.

She turned and touched her escort's arm,

Then slowly went away,

My heart beat fast with sympathy,

I did not heed the play.

He soon returned and took his seat;

I gazed in great surprise,

He read the question I would ask

Flash from my eager eyes.

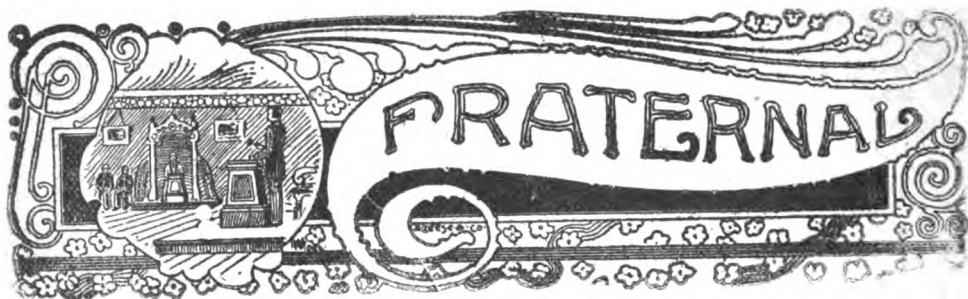
And as the music died away,

His lips this answer bore:

"My sister's feet are number five,

Her shoes are number four."

—*Trainmen's Journal.*



CEDARTOWN, Ga., July 3 1894

Editor Railway Conductor:

Something must be wrong with the correspondents of THE CONDUCTOR, since only a few Divisions have been heard from for several months past, and I must confess that Division 230 has been among the ones to keep silent. Business has been on the down grade with us for some time now, and everything seems to have gone wrong. The Chattanooga, Rome and Columbus Division of the Central, of Georgia, has been turned loose, left out in the cold. The Central people said it would not pay expenses, and for a time it seemed that no one wanted to have anything to do with it. Finally they secured a receiver from somewhere, he brought a superintendent from somewhere else, and between them they managed to get a trainmaster. Then about half of the conductors were given runs, some went to braking, and the consequence was the worst demoralized set of trainmen ever seen in this part of the country. The conductors formerly made from \$90 to \$100 per month, but, since the change, the division is forty miles longer than it was before and they can now make only from \$57 to \$63 per month. If the C., R. & C. does not pay now, it will certainly not be for the want of management. A few years ago the line was doing a fine business, running two trains where it now runs one, and was handled by a trainmaster and a good dispatcher, but then it was run to make money, while now it is run, I suppose, to make places for certain officials. Naturally, all these things had a bad influence on the members of 230, most of them having to look for work elsewhere. Some of them were transferred to other divisions, and the rest are scattered from Florida to Texas, making it difficult for us to get enough together for a meeting. If we could have a superintendent like Geo. R. Brown, of the Fallbrook line, a change might be made that would be of advantage to all concerned.

We still have a few of the "old timers" left, however. Brothers Dave McEachern and Jim Harris are running the passenger trains; Brothers

Frank Ford and Pink Carter (better known as "Sorrel Top") are on the Chattanooga local; our dude, Geo. Agee, has the Carrollton local; we have loaned Brother Hawkins to the Rome road, while Brother Allen is off on leave; Brothers Zack Taylor, Tom Hunt and W. F. Thompson have through freight, and E. W. Williams is on baggage car; Brothers Thacker, Morgan, O Bryan and Heslop are doing extra when they can find any to do, while Brothers Estes, Porter, Glozier and the writer are helping each other until the clouds roll by.

I like the way Brother Mike Mahan hit 'em in the June CONDUCTOR. Give them some more. Brother, I know you have been there. I would also like to hear from Brother Welsh, of Kansas City, again. I am sure, if times continue as hard as they are in this region, we will have to cut expenses somewhere.

Yours in P. F.,

ROME DIVISION 230.

KNOXVILLE, Tenn., July 6, 1894.

Editor Railway Conductor:

Organization without vitality is a corpse.

You may make hands and feet jerk by so many volts of electricity, but the moment the current is off the body is rigid as before. A lasting, every meeting day, all the time, life is what is wanted. A Division may be well organized and yet do little good, and the time spent by the few who keep up the meetings by their attendance is a waste of their time and talents.

The Order to be of the greatest good to the greatest number should be helped and advanced by every member in every Division. These meetings can and should be instructive and entertaining. No one will think of saying that the Order should not be kept up at all places, for if ever we needed a solid, unbroken front, 'tis at this time.

Because of the great financial troubles that exist everywhere, thereby causing little or no demand for our services, do not let us weaken now. Brothers, but, on the other hand, stand up and show that we are made of the right kind of ma-

terial, and are not to be swept away by any of the storms that may assail us.

Brothers of 139, you should know it, and if you do not, 'tis your own fault, for the books are open to every one of you—that your attendance at Division meetings is not what it should be, and that some of you are behind with your dues—that should have been paid long ago. I am confident that this Order of ours is worthy of your attendance, your counsels and your money. Brothers and gentlemen, I wish I could say something in some way to arouse you to the importance of your duties. This is every one's personal business, and I look upon it as a very important part of the railroad business. Look back and see what we were before we became organized. The work is not complete by any means, and must be kept up.

Looking at it from any standpoint, it will not do to let a single Division go out of existence and really, I do not think that is what any of you want to see happen, but some of you are acting that way. It costs you nothing to attend the meetings, and as to paying dues and assessments, I think if we will all try we can manage some way to pay them all. I know that some have paid up that have a hard row to hoe, while others do not come out, and we do not hear from them in any way in regard to Order business. Brothers, let me entreat, beg or do anything else that I can to make us all better members—and get better and be better for the doing. Let us all, everywhere, wind up the year '94 with the ledgers all having the weight on the right side, in spite of hard times or anything else.

Read THE CONDUCTOR.

A MEMBER.

NORTH BAY, Ont., May 26, 1894.

Editor Railway Conductor:

The question of seniority has been pretty thoroughly threshed out by the different railway journals, and, as yet, we do not seem to have reached its practical solution. The stringency of the times has thrown many experienced railroad men out of employment, and the question, to my mind is, will seniority prove to be a detriment to these men when the companies are again ready to hire? Are there not too many men now in the various departments of railroad work, without producing more simply to add them to the long list of the unemployed? The systems having this clause in force in their schedules are responsible for much of the over-production which is shoving so many of our Brothers to the wall and for placing the man hired yesterday ahead of the man with years of experience. We can hardly wonder at the number of railroad men seeking employment when we consider these

facts. The question then arises, will these men stand by their organizations when they see new men given precedence over them through this system? Is it any wonder other organizations are constantly coming into existence?

Many of the younger railroad men think they will always hold their positions. If they do, it will not be because of seniority, as that can only push them into positions where they will have to prove fitness or be discharged, to commence at the bottom again.

If seniority could be blotted out of every schedule containing it, our organizations would all be strengthened and there would not be so many of our Brothers looking for jobs, neither would there be so many new men anxious to go into the business. If we believe in fraternal organizations let us show it by helping our Brothers who are now out of work by taking this stumbling block out of their paths.

Yours in P. F.,

"A CANADIAN."

ACROSS THE RIO GRANDE, June 16, 1894.

Editor Railway Conductor:

Is it an octopus? Quien sabe? Can it be dispensed with? How? For example—Mark Twain engineer and Bill Nye conductor—Engine, "Bull of the Woods," train, "Belle of the Prairie," set sail from Raspaphone Gap on forty-five minutes to "tack about" ten miles over to Foghorn Hollow, against the Slow Dove; the latter having the right to the puddle after stated time. Mark moves along swimmingly, but blankety old engine gets the heaves; won't steam, and the "Belle of the Prairie" detains the Slow Dove at the landing five or eight minutes, making anchor to clear in the "wash." Result, pay stopped, Mark and Bill decline to work; record on log book, Fast Discharge Line, reads, "Taken off hooks for anchoring on time of Slow Dove." They go in quest of pastures green, bread and butter, with credentials reading, "Resigned by request, work otherwise satisfactory; character good." On the bottom of the missive in the water color, may be seen a proud bird—a crane—but instead of being observed strutting onward with head up, he has his head down and pecks at his toes—remarkable. Oft these missives show the bird in a hurry; all apparently showing the way he either took his departure or the manner in which he is going elsewhere, y yo quieria a pregnutar por que? Asking for employment, greeted with request for release; read by Superintendent, who smiles, saying, "Nothing for you." Finally Mark and Bill get "onto the crane," and hit the giddy whizzer

go to work filling out applications with pen portrait, where last worked, etc. "*This is only wanted for reference in case of accident (?)*" In a few days or a month, Mark and Bill are notified "*reference unsatisfactory.*" They vanish—adieu; obtain work on the Dizzy Razzler, result, ditto; another line ditto, etc., and an endless repetition, until finally the reference reads—"*name taken off the bills, account reference from Smoothe Line, says that reference from High Line, says that reference from Dizzy Razzler, says that reference from Giddy Whizzer, says that reference from Fast Discharge Line reads*"

Effect—Mark and Bill exasperate internally, handle arms frantically, remark emphatically, and brace up medicinally, lock hooks mechanically and scheme naturally, change names, clothes, etc., hit the Swamp Angel for a time; "queered" again and again, and at last accounts were "en marche" for Denver to let Nye's mule "Boomerang" kick them out of existence, or until they heard of a line that would retain them in its employ according to their ability and record, intelligence or ignorance displayed, after being in its employ a reasonable time for said developments, regardless of the octopus originating from the F. D. L., account of a small detention to the Slow Dove, or a thousand other cases not mentioned in the experience of others. For this octopus, *que remedio tenemos?*

12.

CLEVELAND, Ohio, June 25, 1894.

Editor Railway Conductor:

It seems that the only organization that is cutting any figure in labor circles just now is the A. R. U., and had its leaders stuck strictly to the principles they advocated at the outset it would have been without a doubt the coming order. It would have been national federation of the "simon pure" brand, but as it is now it is hard to say just what it is, or just what its future may be. Yesterday it was a labor society; to day it is a political and labor society combined; to-morrow I would not be surprised if it joined issue with some religious society. The sole aim and object appears to be to get everybody to join, no matter what their past record has been. I think it is a good idea to look before you leap in this case. Brothers, do not forsake the old craft too soon. It has taken years of hard work to bring it up to its present standard, which none of us should be ashamed of. Now let us stay with it and not get discouraged because the outlook is dark and gloomy. Every cloud has a silver lining, and I predict that those who remain loyal to the

O. R. C. and steer clear of the A. R. U. will never regret it. It is evident that the time is coming when every man must show his colors, and as we cannot serve two masters, let us choose the one we know to be of the right material, the one that has stood the test. As business stands at present it is out of the question for us to get an advance, but if we are firm and remain loyal to our Order we will be able to keep what we have. Furthermore, do not let us be deceived by being made the tools of those who merely seek revenge for past disappointments.

Brothers, remember your obligation and keep it inviolate, is the advice of

Yours in P. F.,

O. N. POMEROY

WILKES BARRE, Pa., June 8, 1894.

Editor Railway Conductor:

Once more I beg the privilege of a few words through your valuable journal, which I read with great pleasure. I will say to the Brothers who chance to read this letter that the Lehigh Valley boys are, with a few exceptions, getting back to work. There are still three of us conductors at this place who have not returned to the service of the company. I, for one, have tried hard to enter the service of other companies, but the Lehigh Valley officials have been ahead of me in nearly every instance, and when I ask for a job and my name is given I am told "we cannot hire any Lehigh Valley strikers." With such words from every superintendent to whom you apply for work, and the majority of the Brothers in the Order voting not to give us any financial aid, it is hard to expect the Brothers on the Lehigh Valley system to have a good word for the Order, for which they so loyally stood on Nov. 18th, 1893. Some of the Brothers blame Brother Clark, but I am not one of them, as he himself will say. But I do agree with him and say if Division No. 356 had kept their hands out of the matter everything would have turned out all right. There is but one thing which I blame Brother Clark for, and that is, he should have issued his circular sooner than he did, and I think could have made it more plain and left out the word "Precedent." If those Brothers who are out of employment through being loyal to the Order would only get two months' more pay they would be satisfied and it would bring back the good feeling of every member who at present is in doubt.

I was at the convention in New York City May 27th, 28th and 29th, under the direction of Divisions 54 and 104, and I think it will prove one of the best meetings ever held for the good of workmen in general, if the platform

adopted there is carried out by the organizations. Some good instructions were given by Brothers Clark, of the O. R. C., Sargent, of the B. L. F., and Morrissey, of the B. R. T. The meeting was opened Saturday, May 27th, by Brother C. E. Weisz, chairman. Senator O'Sullivan made the opening address of welcome in behalf of the mayor of this city, and to the credit of the senator let it be said that he did his part well. I met Brother Mahan, of Division No. 180, and must say he is a good entertainer, as you will not go to sleep while in his company. The same can be said of Brother Dewson, of Division 196; in fact all the Brothers who were strangers to me made me feel as though I should like to meet them again.

It is with sadness that I inform the Brothers, through THE CONDUCTOR, of the misfortune which befell Brother T. T. Turby, a true member of Division 160, who lost his right arm some four weeks ago on the P. R. R. Brother Turby was in charge of the yard engine and when hurt was in the act of making a coupling, when he stumbled, and in falling his wrist came between the bumpers, smashing the wrist so that he had to have it taken off. Let me say here this should be a warning to the Brothers who are not members of the insurance department. Brother Turby was insured for \$1,000, and he had just joined the relief fund on the road, which will entitle him to draw pay after one year if the company does not find something for him to do before that time. So, I say, Brothers, get into the insurance at once, for think of the state some of your families would be in if you were in the place of Brother Turby. Brother O'Sullivan is now braking on the W. B. & E. R. R.; also Brother T. H. Garrity.

We have taken in a few new members from this road since it has opened. Now I think I have spouted enough for this time, and with love and best wishes for the Order in general, I remain

Yours truly in P. F.,

JAMES FINLEY.

MOULTON, Ia., May 27, 1894.

Editor Railway Conductor:

The May number of THE CONDUCTOR contains a letter signed 'S,' from Topeka, Kan., condemning Brother Welsh's views on seniority in very harsh language. Now I wish it distinctly understood that I am not fighting Brother Welsh's battles for him, for I believe him fully able to take care of himself, but, as has been suggested, now that THE CONDUCTOR goes to every member in good standing, why not give expres-

sion to our views through its columns? Brother S. says he believes a man who does not want seniority wants a better job than he now has, and believes he will get it through some kind of favoritism or other. It looks to me like a man that does want seniority has reason to believe he will never get a promotion unless he has something of this kind to back him. Brother Welsh says, "Seniority is only good for the man that is no good for himself," and from close observation and experience in the past, these are my sentiments exactly. Only good for the man who wants to work about fifteen days out of every month. You all know this man. He is to be found every place. This same man is always ready to go when he is called for a "hot" stock run on a sunshiny day, but when you call him for way freight some rainy morning he is sick and can't go. This is the kind of man seniority is good for. The faithful brakeman who works every day, rain or shine, is fully competent, has had experience enough, and deserves promotion, is one day behind this man. The Trainmaster says to him, "A, I would like to do something for you, but you know B. is ahead of you. I know B. is not nearly as able to run a train as you are, but then you know this seniority business. I guess I will have to give it to him." With this seniority a man's ability and past experience count for nothing. I am for seniority, but in this way: I believe every man should get his turn according to age, ability and experience. But, as Brother Welsh says, seniority destroys a man's ambition, he does not have to work for anything, all he does is to hang onto his job of braking and seniority will do the rest. Seniority is a curse, the worst that has ever confronted the trainmen of this continent, and it is flooding this country with good, honest, capable men, not only conductors, but brakemen. Seniority is as much of an enemy of the brakeman as it is of the conductor. Take the instance of some brakeman who has worked three, four or five years on some railroad and finally gets promoted, and a few months later gets discharged for some little thing, probably just to make an example of. Where does this man start—right at the bottom of the ladder again with another long four or five years ahead of him, unless he chooses to give up the business. If he does, what then, what are his prospects? The chances are he has no money, even if he has managed to save a little, he hasn't enough to start him in any kind of respectable business. He will probably be tempted to do as Brother C. H. D. says, set up a little joint somewhere, or even worse. He will probably be invited to help out some railway which is sorely in

need of men. If he does this, he is surely at the end. This is what seniority helps to do.

Brothers, I have seen all of these effects in the past ninety days. I do not mean to say that seniority is the cause of all this, but I do say it has more to do with it than any other cause. What shall we do with it? Shall we rid the country of this curse? Shall we reason with our fellows, the brakemen? Shall we help the good, honest brakeman, the man who works and is capable, to get something better? Shall we help our worthy Brothers who are out of positions, to something? Shall we do this? If so, then let us do away with this curse, that has every good railroad man, conductor or brakeman, bound hand and foot. Let us hear your sentiments, let every Brother take his stand, let him go on record, let us do nothing behind the bush, let us come out boldly like men, and convince every good, honest faithful man that his interests are ours, and if we have enough Brother Welsh's and C. H. D.'s in the Order of Railway Conductors, we can speedily do away with it.

Yours truly in P. F.,

D. M. A.

BUCYRUS, Ohio, May 21, 1894.

Editor Railway Conductor:

At the regular meeting of Bucyrus Division, No. 193, held May 20, we were surprised when informed by the Outside Sentinel that the conductors' wives were at the door and desired admittance. As soon as convenient they were admitted. They carried with them a beautiful silk banner, which, with a few well chosen remarks by Mrs. W. B. Baylor, was presented to this Division. In his accustomed pleasant way Brother A. H. Gardner responded in behalf of the Division, assuring the ladies that their gift was appreciated and the occasion, which was a very enjoyable one, would always be remembered. The remainder of the evening was given up to sociability, during which each one of us took occasion to assure the ladies of our appreciation of their remembrance. As soon as possible the ladies intend to have a Ladies' Auxiliary here and we all hope it will not be delayed long.

Yours in P. F.,

"Ed."

COLUMBIA, Pa., May 30, 1894.

Editor Railway Conductor:

Not having seen anything in THE CONDUCTOR from Susquehanna Division No. 331, I believe this will be a good time to start the ball to rolling and will do my best to fill "the long felt want."

We celebrated our second anniversary on the 26th of May, and I am glad to be able to report that the celebration was a complete success. Covers were laid for 130 at the banquet, and every place was filled. We had hopes that Brother Clark might stop off on his way to New York, but received a message from him saying that it would be impossible to be with us, though he wished for us a royal good time, which we had. It was a banquet that will not be forgotten soon by those who were there. Brother Clark, not our Grand Chief, but Clark of 331, is a hustler when it comes to banquets. Brother Heafner distinguished himself when the feast was once fairly spread. Brothers Albright and Wood of 143, were present, but the Brothers expected from 162 were obliged to disappoint us. We also hoped to have the ladies of Erickson Division No. 5, L. A. to O. R. C., present, but it was impossible for them to come. Our ladies were especially anxious for their presence as they wished to consult about forming an auxiliary here, but it will now have to go over until another anniversary, when we will try and bring them together. I cannot close without extending the thanks of 331 to the ladies for their assistance in making our anniversary the success it was.

Yours in P. F.,

"GROWLER."

COLORADO SPRINGS, May 25th, 1894

Editor Railway Conductor:

I must take issue with Brother S., of Topeka, in regard to seniority. His article sounds to me like the talk of a man who never had but one position, and never felt the effects of seniority. If it is the good thing that Brother S. claims it to be, why should it stop when a man gets to be a conductor? The rules of the road which Brother S. quotes say that men shall be considered in line for promotion according to their capacity for increased responsibilities. Why, then, does not our boasted seniority demand a showdown when a Trainmaster or Superintendent is to be appointed, and give the oldest man a chance? I think Brother Welsh in the April number is about right, and seniority is only good for the man who lacks ambition or ability. Brother S. says before we had this great boon that a change of superintendents meant a change of conductors. We all remember those days, but how the Brother can give seniority credit for the change I am unable to see. I myself am inclined to credit the Order of Railway Conductors instead. The Brother says that it is a well known fact that, with a great many officials, ability counts little against favoritism. Now, the day has gone by when the rela-

tive of the superintendent with no ability and nothing to recommend him but his relationship, can successfully run a train, and no one should be more fully aware of this than a conductor on the A. T. & S. F. in Kansas. The Brother holds up a clause of the schedule in force on the Santa Fe which says that for every two men promoted one *may* be hired or promoted from the ranks of brakemen, regardless of age in the service. This clause says *may* be hired, not *must* be hired, and it is all at the discretion of the official whether he hires an O. R. C. man or a B. R. T. man, or neither, only so he can show one year's experience as a conductor on a steam surface railway. I would ask what protection there is in this clause for an O. R. C. man? He also wants to know how an incompetent man can get into the service under this rule. The Brother can find many men who have managed to hold the position of conductor for a year, and the time card examination can be passed by a man who never saw a railway, by a few days' careful study. Brother S. seems to be much worried over the condition of the B. of R. T. I think if he would show the same amount of solicitude for the Order of which he is a member, he would come nearer living up to certain obligations. His remarks in regard to officials do not look well in print coming from a member of an organization which furnishes so large a number of the officials of the road he is employed on. In conclusion, if the Brother can point out only one instance when seniority benefited the experienced man I will quit. I am not sore on this question from any injustice that it has done me personally, but simply from the number of Brothers, good men and true, I meet every day who are carrying a brake club, after carrying the bills for twenty years, just on account of our dear friend Seniority. I would like to hear more from Brother S., also his name. My sentiments are but a faint echo of what you would hear any Friday night in Division 244, of which I am proud to say I am a member.

Yours in P. F.,

J. V. Russ.

CALDWELL, Kan., May 30, 1894.

Editor Railway Conductor:

The May CONDUCTOR contains a letter from Brother "S," of Topeka, answering a former letter by Brother Welsh on the subject of seniority. I have always found Brother Welsh well balanced when writing for "the good of the Order" and, in my opinion, many of his ideas might be put in practice to the great benefit of us all. Judging by his letter, Brother "S" thinks age, and not

ability and experience, should govern promotions to conductorship on railroads. Seniority has been in force on some of our roads for seven years and is, consequently, no infant. We see its workings on the platform every day (do you show favors to conductors?) They used to come our way occasionally, but now there are frequently three or four waiting to hear the answer to that question. I claim that seniority has been the chief cause for this condition of affairs, my first reason being that many conductors have been making places for the friends of seniority, brakemen who have never been promoted, by accepting "office" on some seniority road and resigning when promotion is found to be too far away, thus giving the seniority man, who never quits, the place. If he happens to be a new man another is added to the already great army of railroad men, constantly swelling the ranks of the unemployed. Second: When retrenchment is undertaken on any seniority road the oldest men in time of employment must be retained, no matter what his ability or actual experience in train work. This has occurred on the system where Brother "S" is employed and I want to ask him if it is justice? It works an injustice on the experienced brakeman as well as the conductor who is so unfortunate as to be filling a brakeman's place. The brakeman serves his apprenticeship but once; why should the conductor serve over and over again when he loses his "office?" Only because of seniority and its strict enforcement.

Brother "S" says the O. R. C. has tried the fallacy of securing justice from railway officials on a basis of merit and asks where we landed. If he means a line of promotion, we landed with a compromise of "two to one," such as is now in force on the Santa Fe. That road has enforced seniority for four years and its records show more incompetent men advanced than on any road not following that rule. The good Brother will remember how some of the men on that system broke long enough on passenger trains for seniority to make them conductors. I am informed that some of the men promoted there, three or four years ago, are still on the extra list. This is what seniority has done for you, and when we take it away we shall expect you to succeed on merit alone.

The conductor who supports seniority does so in fear of the superintendent's friend, or because he is afraid to stand on his ability to run a train, or because he has not given the subject careful thought. The brakeman who favors seniority usually has a friend or brother whom he wishes to educate in railroad work and add to the army of unemployed. Brother "S" admits that senior-

ity is not perfect but offers no amendments to ~~rectify the defects~~. I doubt the possibility of improving it. We want no provisos as to per cent of promotions, we want them all made on a basis of ability. The Brother says seniority takes from officials the temptation of promotion, and that is true. They are not even allowed to exercise their ability to select the men they know to be the most competent to manage their trains. The companies have seniority because it is forced upon them not because they prefer it. The examinations referred to are largely theoretical and could be passed by any school boy who had studied the rules. If all examining boards could be composed of men having at least ten years' experience in train, engine and telegraph service, their work would have practical value and seniority might do.

In selecting their officials the company take certain men because of their ability, experience and good judgment, not because of the date of their employment. The business man applies the same business principle when he comes to choose a man for a responsible position. Illustrations might be multiplied without end showing how the seniority system is condemned by business men of the country, and what is true for them is equally true for the railroad men. Let Brother "S" lose his job once and be obliged to take his place behind some inexperienced man for years because of this rule, and I am confident he will think seniority the greatest curse with which railroad men have to contend. No competent conductor should be afraid to stand on his ability to fill the position acceptably. That has been my motto during fifteen years of train work; I have always been willing to let my record speak for itself. No competent man need fear to place his record along side of that of the "superintendent's friend," nor does he need to fear for the result.

We select our Grand Officers for their fitness, and the same rule applies in selecting officers for our local Divisions, and no one thinks of applying the seniority rule to them; why should we do it elsewhere? I am reliably informed that the reason why seniority was not knocked out on the Santa Fe at the called meeting in Newton, Kan., recently, was because one good Brother fought so hard against it, and his influence enabled him to carry his point. (Vell he was a goot yellow mit de brokesmon.) They say he is better now and no longer fears that the "superintendent's friend" may get his run on the "yellow cars." I have work-d on one of the strongest seniority roads west of Chicago and am now on a road where we have no such rule. My experience convinces me that to support seniority, with or without amend-

ments, is retrograding, and that now is the best time to make a determined stand on that question. Let us have promotions because of ability only and we will have better conductors, better brakemen and better roads, thereby improving our standing 100 per cent. No conductor who is interested in giving good service wants to keep the brakeman of ability down. The supply of both, however, exceeds the demand and something must be done to check it. Let the brakeman, with the support of his conductor, use all honorable means to discourage the hiring of inexperienced men. Let him induce all seekers after railroad work to take up other lines, even if the applicant is his friend or brother. If we can stop this "seniority machine" from continuing the over supply, I think we will have done the best thing possible for our Brothers who are out of employment.

I have sought to show you that seniority offers a premium to the inexperienced man as against the one with experience. Let us use all our influence to knock out the last vestige of seniority in America and then stand fearlessly upon our ability to successfully manage the trains given into our care. Let us show the companies giving us employment that we favor placing a premium on fitness and faithful service and we will not be disappointed in the result.

Yours in P. F.,

GEO. M. LOUGHRIDGE

GALESBURG, Ill., June 5, 1894.

Editor Railway Conductor :

I suppose a letter from Division No. 83 will be a surprise to many readers of THE RAILWAY CONDUCTOR, but, perhaps, they can stand the shock. Division No. 83 is in good, sound, substantial condition, and the prospects for the future are brighter than ever. Business is not what it was in the freight department one year ago, yet we cannot complain, as we are making a good living. We are still taking in new members and hope soon to have every conductor running into Galesburg enrolled as a member of the Order of Railway Conductors.

There was a man here a few days ago in the interest of the American Railway Union. He stayed a few days, but soon found out there was no room for another railway organization in this city.

The new by-word here is "don't touch my arm." All trainmen running to Chicago have to be vaccinated by order of the board of health. Consequently there are a good many of the boys who have pretty sore arms, hence the saying

Yours in P. F.,

F. M. SHERIDAN

MONTREAL, Quebec, June 6, 1894.

Editor Railway Conductor:

Brother E. Mundy and wife celebrated the twenty-fifth anniversary of their marriage, at their home in this city, on the 7th of last May. A long list of invitations were sent out and in response a happy throng gathered to do honor to the occasion and to extend their host and hostess their best wishes for a long continued and happy life together. More substantial remembrances were not wanting as was evidenced by the array of rich and tasteful presents of the appropriate material, bearing mute testimony to the high regard in which this estimable couple were held wherever known. Among these, one of the most noticeable and one that must be always treasured by the recipients, was from the mail clerks on the Montreal and Island division of the Grand Trunk. It was accompanied by an address conveying so much of good feeling and friendly hopes for future happiness as to make it doubly prized. A number of absent friends also caused themselves to be remembered in the same kindly way. It was indeed a pleasurable occasion and one that will not soon be forgotten by those who were so fortunate as to participate. May they live to celebrate with us their golden anniversary is the wish of

Yours in P. F.,

"75."

BEDFORD, Ind., March 27, 1894.

Editor Railway Conductor:

On March 25th last the members of Division No. 303 held a union meeting which was largely attended. We were honored by a large delegation from Division 89, across the river, including Bro. Harry Mounts from Indianapolis Division 103, and Brother Flory from Division 3, St. Louis, and a better lovefeast than we had is seldom seen among conductors, and a more instructive day we could not have spent. It was the universal opinion of all present that union meetings should be held more frequently and views exchanged which would benefit all. Bros. Mounts and Flory gave us a good talk, for which we are under obligations to both, as well as Bros. Harrison, McKinney and Dodson, of Division 89. Hoping they will give us the benefit of their presence oftener, we remain

Yours in P. F.,

DIVISION 303.

WILLIAMS, A. T., June 28, 1894.

Editor Railway Conductor:

In reading an article on seniority in the June CONDUCTOR, by Brother M. O. Felkner, I was

very much interested, as his views are almost identical with mine. Let us first practice non-seniority in our own Order before we ask it of another organization. I find that the Atlantic and Pacific is the only railroad I have ever worked for that gives the old-timer, or experienced railroad man, any show. The Order of Railway Conductors are the ones to thank for that one blessing, that is, that none but experienced railroad men will be employed, and seniority *cuts no figure*. I visited Division No. 85 last Sunday and met some very nice Brothers. I must agree with Brother Mike Mahan, of Division No. 180, that we do not exercise the brotherly feeling towards one another that we should, and until we do we will never be "a perfect organization" as he says. I would like to meet such Brothers as Brother Mike Mahan, and I hope I shall be given the opportunity some day.

I have been a member of the Order over four years and the only Grand Officer I have ever met is our Grand Chief Conductor Clark. I cannot see why some of these Grand Officers do not come out in the western country once in a while and visit Divisions and examine their accounts. I do not believe in allowing permanent members a vote in the Grand Division on questions that are of no interest to them. This is especially true of insurance matters, since, if they are not members, they can give those who do belong to that department the worst of it. I would like to know from our G. S. and T. how it is that a member is assessed three or four months after he is in his grave. It often works a hardship on a Brother's family, and I believe it is unjust, and should be revised in the constitution at the next convention. [See page 324 June No. THE RAILWAY CONDUCTOR.—E.I.]. I think if delegates would consider a good many questions of importance we would have a better constitution to govern us.

Yours in P. F.,

GEO. H. HERBERT.

HARRISBURG, Pa., July 9, 1894.

Editor Railway Conductor:

Dauphin Division, No. 143, is still in the line of progress, having good meetings and good attendance. Owing to the depression in business the majority of the men are at home over Sunday, consequently if they don't attend meetings they have no sufficient excuse to offer. We have only been making ten days the last two months, which is very slow, but we have all we want, and more, too. We have the capitol, the scarlet fever, diphtheria, smallpox, hard times, good river water to drink, with plenty of coal dust in

it, nice warm weather, and a branch of Coxey's army. No one can complain of that variety. Then we have very nice, commodious churches to attend, which we do, provided we can't drum up a good excuse for staying away. Dauphin Division had a sermon preached to them on June 17th, and invitations were sent to the different organizations in the city. The B. of L. E. was represented by two or three members; the B. of R. T. and B. of L. F., by about the same number, and the O. R. C. by the puny sum of about twenty-four, out of a membership of one hundred, or nearly. Last evening, July 8th, the different railroad organizations were invited to attend special services by Dr. Stewart, in behalf of the B. of R. T. The B. of L. E. was not represented at all, the B. of L. F. did fairly well, and the O. R. C. was represented by one member, that being myself. I felt ashamed, and would have been lonely, but I knew the better part of the men who were along, and I also knew I was welcome. This is too bad. There seems to be a sort of a prejudice existing between labor organizations, which must be overcome, as it works no good. When a man allows a bit of a position in this life to elevate him, then I brand that man as a miserable fool, (and, of course, he is not sensible of his misery). I am *sure* we have railroad men who are ashamed of their occupation; poor, miserable creatures. It seems a man who happens to secure a position which pays a dollar or two more than the position held by a less fortunate man is just a dollar or two better in his own estimation. But he should remember that those who think so extremely well of themselves are generally little thought of by others, no matter what position they hold. There has been fools in all ages of the world, and the present age is no exception, since we have them by the score. The greater part of this elevation (because of position) comes through an ailment located immediately under the hat, and we have an institution located in this city for that sort of people. If I am mistaken in my diagnosis, then we must acknowledge that the whole cause is on account of pure ignorance, and no mistake. Now, I like to see a man have some conceit, or self esteem, to carry him respectfully and honorably through the world; that we need a certain amount of that kind of elevation is very evident, and I do hope the day is not far distant when this detrimental feeling existing toward one another may be overcome and we may be solidly federated for all that is good.

Yours in P. F.,

MOX.

The Fisherman and the Stream.

I've lost my heart to a maiden,
So glad and gracious and gay!
My dreams by night are love-laden;
I follow her all the day.
She leads me through winding mazes;
She trips down the green hill-sides;
She cuts a path through the daisies;
She comes, but she never abides.
She glides into darkest angles;
The boughs dip low at her glance;
Then away from their shadowy tangles.
She speeds like a silvery lance.
She slides through the wheat-fields yellow,
She hides 'mid their stalks of gold;
Then bursts into sunlight mellow,
Or frolics in forests old.
But now from the dim seclusion,
Dew-pearled, its mosses and grass,
She is gone, the lovely illusion,
The bewitching, bewildering lass!
Just once—bees hummed in the clover—
She did not say me nay,
So I always shall be the brook's lover,
Till my very latest day!

—*Outing for July*

The Song of the Goldenrod.

Oh, not in the morning of April or May,
When the young light lies faint on the sod
And the windflower blooms for the half of a day—
Not then comes the Goldenrod.
But when the bright year has grown vivid and bold
With its utmost of beauty and strength,
Then it leaps into life and its banners unfold
All along the land's green length.
It is born in the glow of a great high noon,
It is wrought of a bit of the sun;
Its being is set to a golden tune
In a golden summer begun.
No cliff is too high for its resolute foot,
No meadow too bare or too low;
It asks but the space for its fearless root,
And the right to be glad and to grow.
It delights in the loneliest waste of the moor,
And mocks at the rain and the gust,
It belongs to the people. It blooms for the poor.
It thrives in the roadside dust.
It endures, though September wax chill and unkind;
It laughs on the brink of the crag;
Nor blanches when frosts turn white in the wind,
Though dying, it holds up its flag!
Its bloom knows no stint, its gold no alloy,
And we claim it forever as ours—
God's symbol of freedom and world-wide joy—
America's flower of flowers!

—*Locomotive Engineers' Journal.*



It is probable that the average American citizen does not realize the iniquity and tyranny of the refusal of the United States and other western nations to allow Japan to revoke the treaty of 1858, a right guaranteed by the treaty itself, but which has been ignored since 1872, when it was demanded under the treaty. B. O. Flower considers this treaty issue, and cites all the leading authorities on the subject in an able argument, "Justice for Japan," in the July *Arena*. Mr. Flower a ways takes the highest grounds on all questions, international as well as social, and he shows that, while the national honor of America is at stake in this question, the main issue is the doing justice to our fellow men. He cites case after case revealing the prostitution of the civil and criminal laws under the English and American consular administration, and the utter rottenness of the whole system, that merely favors certain vile trades in which English and Americans engage and prosper at the moral and financial expense of the Japanese. This treaty is already abrogated by process of time, and the United States is acting a mean and tyrannous part in denying Japan's right to an equitable revision. There is some probability that England will soon take the initiative in giving justice to Japan if the United States does not, and the commercial advantages to be gained by John Bull and lost to us are at once apparent if England makes the move. It is a commercial question, as well as one of national honor and justice. Such a move by England would secure her almost a monopoly of a most lucrative and ever increasing commerce.

A holiday under canvas can be made a remarkably pleasant experience if congenial spirits compose the party, but there is a common mistake made by too many of those who take to the woods at a time when fish are the only lawful quarry. I refer to the practice of taking guns and rifles to camp when the law forbids the killing of any game. There is no sense in carrying a weapon which is not to be used, and I know cases where the fact of one being within reach has

made a law-breaker of a man who meant no harm, but was tempted by an unexpected chance at unlawful game. Furthermore, country people visiting a camp and seeing gun or rifle included in the outfit, are apt to conclude that it is there for use and that the campers will have a quiet try at whatever game appears. This idea encourages the countryman to do a bit of illegitimate killing himself when he gets a chance. Gun and rifle are excellent in their proper place, but that place is not in a July camp. The usual excuse offered for their presence is the possibility of a shot at a bear or wildcat. That is all very fine, but the 'bears' and 'cats' really killed have always appeared to me to strangely resemble does and fawns. It is far better to leave weapons at home than to run the risk of being tempted to join a native in that miserable business, 'floating,' or 'jacking.'—*Outing for July*.

The July *Cosmopolitan* marks the close of the first year since the revolutionary announcement was made that the price of that magazine, already low, had been cut to one-half of three dollars a year. All sorts of predictions have come to be unfulfilled during the year—it would be impossible to maintain the rate—the quality would be lowered—the size would be decreased. But even severe critics admit that with each succeeding number there has been a betterment in the quality of articles and illustrations, and the size has remained unchanged, except the always growing advertising pages. The magazine printed, for the six months embraced in Volume XVI, one million four hundred and nineteen thousand copies, an entirely unapproached record, and has doubled its already large plant of presses and binding machinery. The walls of the magazine's new home are rapidly rising at Irvington-on-the-Hudson. Artistically designed by McKim, Mead & White, the new building, with its eight great porticos, will be 279 feet long by 76 feet wide, and one of the most perfectly lighted buildings in the world, having 160 large windows, each nearly double the size of the ordinary window opening.

Love of country must be the foundation of national progress, and to cultivate patriotism the child must be taught it from the beginning. In the July number of *St. Nicholas* the young American will find valuable lessons in history and loyalty. After an inspiring poem by Wm. R. Thayer, with pictures by Birch, the prose leader is a story by Alice Balch Abbot, entitled "Nan Merrifield's Choice." Nan, a young school girl, with some local reputation for "speaking pieces" of a humorous sort, decides that declamation is worthy of serving higher purposes than raising a laugh, and she therefore learns and speaks Lincoln's Gettysburg Address. From these simple elements, Miss Abbot has constructed a stirring and touching story that whoso misses will lose the full appreciation of Abraham Lincoln that is the duty of all true Americans. Miss Seawell's serial, "Decatur and Somers," is likewise fitted to the season, as this installment deals with the destruction of the "Philadelphia" in Tripoli harbor—an achievement worthy to rank with Cushing's sinking of the "Albemarle." Then follows an article by Mary S. Northrup upon the "Martyr Spy," Nathan Hale, illustrated by a view of his birthplace, and excellent pictures by Harry Ogden, besides one of the McMonnies statue recently erected in New York.

The recent loss of the United States steamship "Kearsarge," on Roncador Reef, is told about in a sketch by H. Gilbert Frost, who went to visit the wreck in the "Orion," the steamer sent by the Government to save the remnant of the famous vessel. Taken all in all, the number is full of patriotic thought and action and carries a lesson well worth considering by old as well as young.

In those rose and lavender-scented days in the beginning of the century all men were chivalrous and all women beautiful; at least so we are led to believe by art, by romance, and by our grandmothers. Who ever had a grandmother, or maiden aunt, or elderly female relative of any degree, for that matter, who was not a beauty in her youth? And if we can trust these sources of information, there were no winters in those days, no clouds, no broken hearts; there was no poverty, no misery. Our ancestors were gay and debonair, dressed like Brummels and Recamiers, and drank tea out of old-fashioned china cups—which, by the way, were not old-fashioned then—in shady arbors, or whispered poetry and high flown compliments in garden walks between trim hedges of clipped box. And they were always in love, too—at least the men were; the girls, I am told, were arrant flirts. But then it was a grace-

ful, philosophical sort of love that relieved itself in tender verse, and was as happy in being trampled on as in being smiled on. We believe all this because the old ladies that we know have had so many love affairs, and never strike a tragic note in telling of them, but sometimes laugh till the tears fill the cracks and crevices around their eyes as spring rains fill dry ditches. "Yes," we think and sigh; "all was comedy and sunshine then."—*Nannie A. Cox, in the Century for July.*

Land is rapidly concentrating into a few hands. The producer has lost control of his product. Causes are plainly operative which will soon find the republic owned by less than 50,000 men. The current ethics of trade are an abomination, and politics have become mainly a scramble for the spoils. Confronting this drift are three extreme phases of protest: Individualism, seeking the neutralization of injustice through the free operation of mutual selfishness; Communism, seeking to eliminate individual initiative, and Anarchism, which means despair of the ballot—political atheism. In none of these is the true solution. Somewhere between the extremes lies the field for a genuine Christian economic system. The supreme court can never locate it. Congress and the local legislatures even refuse to look for it and still less do their laws incarnate it. It is we, who make courts and legislatures, who must find them. Give the saving thought wings, and do not fancy that it is lost because it does not roost on the dome of the capitol the same night.—*Donahoe's Magazine for July.*

The Review of Reviews for July finds cause for rejoicing in the reports which it is receiving from all parts of the country concerning the steady diminution in the numbers of unemployed. It will be remembered that *The Review* canvassed the situation thoroughly in the early winter, and placed before its readers returns from nearly all the large cities, showing the number of men out of work and the measures inaugurated for their relief. Supplementary information has been received which enables *The Review* to state that almost everywhere such relief work has ceased because the necessity for it has disappeared. The editor comments on this improved condition of affairs, and adds some interesting reflections on the passing of Coxeyism. In this connection the status of the Populist party in Congress is discussed.

THE CONDUCTOR is in receipt of "Holidays in England," a handbook to an interesting part of the old country, familiar to many Americans who

have not traveled through the, works of Dickens and Tennyson. It is on the way from London to Liverpool and includes some of the finest cathedrals and abbeys, the East Anglian homes of the Pilgrim Fathers, Cambridge University. It is ably edited by Percy Lindley, and handsomely illustrated, making it a work well worth having by the general reader, and invaluable to those who contemplate a trip to the scenes so pleasantly described.

The July *Midland Monthly* is well named "A Midsummer-Reading Number," for, while it contains several full page portraits and profusely illustrated descriptive articles, it also has more reading matter and a greater number and variety of articles than has any previous number. Besides Col Keatley's refreshing "Life Among the Alaskans;" Miss Lowater's out door sketch of Lake Pepin Scenery; the editor's trip from London to Antwerp; and Mrs. Hawley's illustrated paper, American Pottery; Mrs. Reed, of St. Paul, has a new view of Riley's Poetry; Harriet Beecher Stowe's latest autograph utterance is given; Col. B. F. Clayton cools the heated reader with his picture of a Cyclone; a new contributor writes on "Home Theories;" Labor Commissioner O'Brien talks on Employment Bureaus; and several sketches, short stories and poems provide diversion for hot weather and remedy for the blues

Willy's "boss" is one of the best examples of the American workingman. He belongs to the class of workmen who respect their work more than their wages. Terence Barry feels hurt when his men turn out a casting the lines of which are not flawless. He has the artist's soul. He is loyal to his craft, and loves his work. In all countries, at all times, there have been artisans with the artist's soul, like Terence. However humble their handiwork, it has been saturated with a personal element that set it apart. Emphatically they did *good work*. * * * Terence's molds and patterns, in which he takes infinite, almost fanciful, pains, will, I foresee, pass into tradition after the fashion of the cobbler's shoes; and Willy will describe them to his grandchildren with a sigh, for there will be giants in these days, when the other days shall have come.

Terence himself would state his artistic creed very simply; he would say, "Well, Willy, try to make a good job every time."—*Octave Thanet, in the July Scribner.*

The July number of *McClure's Magazine*, in "The Heraldry of the Plains," by Miss Alice

MacGowan, and "A Chemical Detective Bureau," by Miss Ida M. Tarbell, continues a class of articles which have become one of the most acceptable features—articles exhibiting the picturesque side of very practical and matter-of-fact institutions. The first exhibits the humors and conventions of cattle branding as practiced on the great ranges of the southwest, and the second describes the work of the Municipal Laboratory of Paris in promoting the public health. Both articles are well illustrated. Falling into the same class is an article which reports the observations and experiences of an actual workman in the great steel-mills at Homestead. The number is especially notable in short stories, including such authors as Robert Barr and Bret Harte; and a story that in the recent *McClure* prize-story contest secured the two hundred dollar prize, "Told in Confidence," by Celia Eliza Shute.

The Prayer.

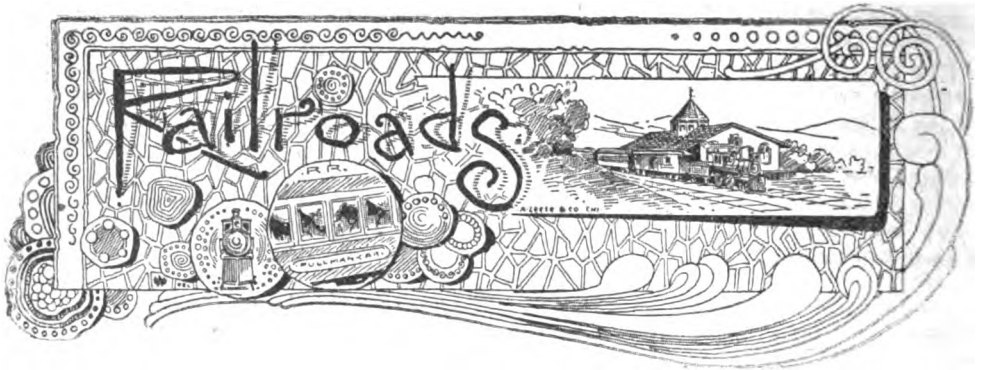
Dear Lord! Kind Lord!
Gracious Lord! I pray
Thou wilt look on all I love,
Tenderly today!
Weed their hearts of weariness;
Scatter every care
Down a wake of angel wings,
Winnowing the air.
Bring unto the sorrowing
All release from pain;
Let the lips of laughter
Overflow again;
And with all the needy
O divide, I pray,
This vast treasure of content
That is mine today.

—James Whitcomb Riley.

The Passing of Day.

Blue bloom is on the distant hill;
Mystic grays the mid-air fill.
The low winds say:
"Farewell to Day;
Evening is on her way."
She walks the waters and the land,
She and Quiet, hand in hand,
The low winds say:
"Sweet sounds, obey;
Soft colors fade away."
And all the lovely colors go;
All the sounds; and very low
The winds say on—
Do they say on?
No whisper. Day is gone.

—John Vance Cheney, in the *Century* for



The plan for reorganizing the Central of Georgia has been completed.

According to the press reports the Kansas City, Fort Scott & Memphis has absorbed the Greenfield & Northern.

The Richmond & Danville has been sold to the Southern Railway Company, and will be operated under the direction of the new owners.

"Not for thirty years has the total of new track laid been as small as it is certain to be at the end of this year, nor have there been so few miles laid in the first six months of the year as we are now called upon to chronicle. During the half year of political, financial and industrial unrest and uncertainty just ended only 525 miles of new road have been added, and these were laid on fifty-one lines in twenty-five of the states, showing that the average length of the roads was very small indeed—only about ten miles, while most of the additions consisted of short branches or extensions of still less than ten miles. * * *

In twenty-three new states and territories no new track has gone down in the last six months; in seventeen only a single line has been added in each; two have two new lines each; two have added three; one has built four; two boast five, and one, Pennsylvania, can boast seven new lines, but they average only six miles each. The largest mileage has been laid in Colorado, fifty-four miles, chiefly in the construction of two roads to reach the Cripple Creek mining camp; South Carolina adds fifty miles, Florida forty-eight, West Virginia and Louisiana forty-six each, Pennsylvania forty-two, New Jersey and Texas each thirty-four; the rest much smaller amounts. The largest extension this year is a branch of the Atlantic Coast Line in South Carolina, forty four miles; the next the Jacksonville, St. Augustine & Halifax River extension to Fort Worth, Fla.; the next a stretch of forty miles on

the Florence & Cripple Creek in Colorado. Not a single trunk line of any importance increased its length. The work has been confined to the completion of work previously under way or to building little branches which seemed imperatively demanded."—*The Railway Age*.

Transportation is authority for the statement that the new "Bicycle" system of electric roads is to be given an extensive trial on Long Island. An experimental "one wheel" line has been in operation at Patchogue for some time and is said to have proven a complete success. In speaking of the new project *Transportation* says:

The transportation problem for Long Island is about to be solved by Mr. Frederick W. Dunton, President of the Kings, Queens and Suffolk County One Rail, or Bicycle Electric Elevated Railway System No. 106 Fulton street, New York City. It is the announced intention of Mr. Dunton and the gentlemen associated with him in this enterprise, to cover Long Island with a regular network of railway lines, connecting distant points with New York and Brooklyn, and making direct communication by steamer and otherwise from New England to the undeveloped beaches of Long Island. The car runs on one rail, with an overhead guide to steady it, by means of wheels placed horizontally over the centre of the car, which come in contact with the guides when necessary. These wheels are fastened to channels, and to these vertical steel posts, six inches in diameter, are rigidly fastened, the latter being in turn connected rigidly to wrought-iron frames which hold the supporting wheels. Of these there are two, one at each end of the car, and five feet in diameter. The springs, which are of the ordinary leaf variety, are fastened at the top of the car, the weight thus being transmitted to the top of the wheel frame. For each of the wheels an independent swivelling motion is provided, thus enabling the car to round any curve without additional friction. At curves the overhead guide is set out of the vertical plane—i. e., tipped to the right or left as the case may be, thus enabling the car to pass curves at a high rate of speed with very slight strain on the guides, and with no disagreeable effect on the occupant of the car.



Railway Relief Company—Benefits—Master and Servant—Release of Claim for Damages—Validity of Contract.

In an action to recover damages for an injury alleged to have been suffered by reason of negligence of the company, the court *Held*, that an employe of defendant railway company, who is a member of its Voluntary Relief Department, and who is injured by the negligence of the company, is not bound to accept relief as such member, but may elect to pursue his remedy of a suit for damages for the injury. If, however, he elects to accept the benefits of the department of which he is a member and does so, the provision in his application "that the acceptance of benefits from said relief fund for injury or death shall operate as a release of all claims for damages against said company arising from such injury or death," etc., precludes a damage suit for such injury, for such a contract is valid.

James Lease v. Pennsylvania Company, Ind. App. C., May 9, 1894.

Injury to Passenger—Carrier's Duty—Degree of Care—Passenger at Sufferance—Evidence.

A railroad company does not owe to a person riding on one of its trains without payment of any fare, merely by sufferance of the conductor in charge of the train, that high and extraordinary degree of care for his personal safety that is due to an ordinary passenger paying the customary fare, but is liable only in such case for injuries occasioned by the ordinary negligence of its employes.

Kansas City, Ft. S. & M. R. Co. v. Berry. Kas. S. C., March 10, 1894.

Note: Plaintiff, a female passenger, was injured while getting off of a freight train. The evidence is conflicting as to what took place between her and the conductor about her ticket. She testified that the conductor did not ask for the ticket. The conductor and others testified that he asked her for her ticket, and she answered that she did not have to have any ticket. She in fact neither delivered her ticket nor paid her fare. The evi-

dence was conflicting about her getting off in the yards. In any event she was injured while getting off the train while it was in motion at the instance of the brakeman. In the trial court she obtained judgment. This court reverses that judgment on the ground that the slight negligence of the employe in this case was not sufficient to warrant a recovery.

Railway Company—Negligence—Person on Train by Sufferance.

Where one is upon a freight train, by arrangement made with him by the conductor and brakeman, without authority from the company, whereby he is to assist them in their duties, in consideration of his being carried upon such train to a certain station.

Held, That the company is not liable to him for an injury received by him through the negligence of such conductor and brakeman.

Cooper vs. L. E. & W. Ry. Co., March 19, 1894.

Railway Waiting Rooms—Statute Construed—Criminal Proceedings.

In an action of prosecution the court

Held, 1. That penal statutes are to be strictly construed.

2. That the act 1891, (page 70,) in relation to waiting rooms at railway stations creates three separate offenses, viz.: failure to provide and maintain suitable waiting rooms, failure to provide separate water closets for men and women, and failure to keep such waiting rooms open for a period of one hour next preceding the arrival of all passenger trains stopping at the station. In charging the latter offense it is necessary to aver that the company have provided and maintained such waiting rooms.

3. That constitutional questions will not be determined unless their consideration is absolutely necessary to the final end of the case in which they are supposed to be involved.

State of Indiana vs. C. C. & St. L. Ry. Co., Ind. S. C., March 8, 1894.

Sleeping Car Company—Loss of Passengers' Effects.

Whatever diligence a sleeping car company may owe a passenger in guarding and protecting her while she is asleep in the berth assigned to her, with her money and personal jewelry in her sachel, she having the sachel beside her in the berth, between herself and the wall of the car, if the company so negligently and carelessly guard and protect her while so sleeping that through its negligence the money and jewelry are stolen from her, and thereby wholly lost, she has a cause of action. Although the declaration in the present case is defective in not setting forth any particular act or omission constituting negligence, yet as there was no special demurrer on that ground, and as the declaration is good in substance, there was no error in overruling the demurrer to the declaration upon which the court adjudicated. Judgment affirmed.

Pulman Palace Car Co. vs. Martin, Georgia S. C., June 5, 1894.

Mutual Benefit Insurance—Rightful Claimant of Insurance Money.

This action was originally brought against a Mutual Benefit Association on a certificate of membership to S, who, subsequent to her membership married plaintiff, and when S joined the order the beneficiary named was defendant, her aunt; but upon her marriage, and under the laws of the order, she procured the certificate in suit to be issued, naming plaintiff as the beneficiary. He was a member of the order, and the secretary simultaneously with the change in her beneficiary, changed his certificate making her his beneficiary. The present defendant was brought in by the order under an application of interpleader.

Held, In an action to determine the right to insurance money, defendant claimed that the original certificate, which named her as beneficiary, was issued pursuant to an agreement with the insured that the defendant should pay the assessments and receive the money. After plaintiff had married the insured, another certificate was issued, naming plaintiff as beneficiary. Defendant gave no evidence of the alleged agreement except a statement made by the insured that it was agreed that defendant was to pay the assessments and receive the benefits. There was no evidence that defendant paid any assessments, but it appeared that she had loaned the insured money to make payments. When plaintiff requested plaintiff to give him the original certificate, she said it was lost. Hence, in such case, a finding that the insurance was procured under

the agreement alleged by defendant was not sustained by the evidence.

Manard vs. Vanderwerker, N. Y. S. C., Feb. 12, 1894.

Mutual Benefit Company—Non-Payment of Dues—Suspensions—Estoppel.

1. Where the constitution of a Mutual Benefit Association provides that a member failing to pay any assessment "shall stand suspended," a member, by failure to pay, his assessments *ipso facto*, is suspended, without any vote of the local branch to which he belongs.

2. Where the constitution of the grand body required each subordinate branch to hold monthly meetings, and provided that, if more than sixty days had elapsed since a member's suspension, he must present a medical certificate, and his application for reinstatement must be favorably voted upon by a majority of the members of the subordinate branch.

Held, That when no meeting of the local branch was held for several months after a member was suspended, and at the next meeting he presented his application for reinstatement, but failed to present the medical certificate, but presented it later, and, before it was accepted, was killed, the failure of the subordinate branch to hold regular meetings does not estop the supreme body to set up the suspension of the member as a bar to his right to benefits. Neither does the fact that the subordinate branch received the member's delinquent dues, and gave him a receipt therefor, constitute such an estoppel.

3. In such action by a widow of such member to recover the amount of his benefit certificate, evidence of the action taken by the subordinate branch in regard to his reinstatement after his death was inadmissible.

Supreme Lodge, K. of H. vs. Keener, Tex. C. of App., Feb. 1, 1894.

Proof of Death—Suicide—Insanity.

1. In an action on a life certificate, where plaintiff testified that a statement by her in the proofs of death that the insured died "by his own hand, while temporarily insane," was on hearsay, and under mistake of fact, it was error to charge that she had the burden to prove that she was mistaken or "ill advised," and that such statement was made unadvisedly, or ignorantly, or by mistake.

2. The court charged that if insured was sane when he took the poison, the mere fact that he died from the effects would not overcome the presumption against suicide, left it to the jury to say if he was sane, and if there were any other

facts pointing "irresistibly" to suicide; saying that, if he was sane, they would have to scan the evidence very closely, and overcome "many doubts, and a strong presumption," of the law, to find suicide.

Held, An unfair enlargement of the burden of proof.

3. In the presence of evidence that the insured had sought to turn away penniless his wife of twenty-five years, retaining all the property, and that he had poisoned himself, it was unfair, on the issue of his insanity, as overcoming the presumption against suicide, to comment only on the facts that he had wished to marry, and had made indecent proposals to a young girl.

Backmeyer vs. Mutual Life, etc., Assn., Wis. S. C. March 16, 1894.

Train Service—Master and Servant—Injury to Passenger—Conductor—Physical Condition of Plaintiff.

1. In an action for personal injuries, where plaintiff could not testify in court owing to his physical condition, it was discretionary with the trial court to refuse to admit plaintiff's photograph as evidence of his health and strength at the time of his injury, though there was evidence that his appearance had not changed in the year between the taking of the photograph and the injury.

2. The court properly refused to charge that the carrier was negligent if it was possible for it to have prevented the accident to plaintiff.

3. A conductor was not negligent in starting a train so as to throw off a passenger who was about to alight, when the car had waited a reasonable length of time for passengers to alight. The passenger had delayed, and was not apparently in the act of leaving the car when the signal to start was given, and the conductor had no knowledge of the passenger's desire to alight. *Gilbert vs. W. E. & St. Ry. Co.*, Mass., S. J. C. Jan. 6, 1894.

Duties of Railroad Company—Suitable Appliances.

1. A railroad company, in furnishing an employe with tools and appliances, in shop or otherwise, is liable only for such defects in them as might be guarded against by the exercise of reasonable care. It is sufficient if an employer furnishes his employe with reasonable safe and suitable appliances and he need not furnish appliances of a peculiar kind. Plaintiff's judgment reversed.

Nutt vs. Southern Pac. Ry. Co., Oregon S. C., Jan. 29, 1894.

NOTE: No such presumption in law will be sustained as that a railroad company is bound to employ the latest or most improved appliances or appliances of a particular kind.

Liability of Carrier—Assault On Passenger—Conductor and Trainmen—Duty to Protect.

1. Action for personal injuries. Plaintiff, on entering defendant's train, was struck and jostled by three men, and missing his pocketbook, he shouted to the conductor and trainmen for help, saying that he was being robbed, and accused the men of robbing him. The pocketbook was found on the floor and restored to him, but the dispute was renewed, and plaintiff, though calling loudly for help, was set upon and severely injured. Neither the conductor nor any trainman came to his assistance.

Held, that though the railway company employed a proper number of train and station men to protect passengers in ordinary contingencies, it was liable if any of these could have heard plaintiff's cries and failed to respond in his protection.

2. In this case whether plaintiff's cries were loud enough to be heard by the trainmen, or any of them, if they were in their proper places, and whether defendant company should have had an employe stationed in the car where plaintiff was assaulted, were questions for the jury. Judgment for defendant reversed.

Wright vs. C. & Q. Ry. Co., Col., S. C., Nov. 27, 1893.

Carriers—Ejection of Passenger—Action For—Instruction—Conductor's Duty.

In an action for ejection from defendant's train, there was evidence that plaintiff fell asleep after entering the train, and, on recovering consciousness, found he was being ejected from the car by the conductor; that before he reached the door, he informed the conductor that he had a ticket, but was not allowed to present it.

Held, That an instruction that, if the conductor did not give plaintiff a fair opportunity, he was wrong in ejecting him; that it was the conductor's duty to surrender it; and that if the conductor started him rightfully towards the door, and plaintiff tendered him the ticket at any time before reaching the ground, he should have received it,—was correct. Judgment for plaintiff affirmed.

Furgeson vs. Mich. Cent. Ry. Co., Mich. S. C., Feb. 6, 1894.



THE PULLMAN BOYCOTT

The all absorbing topic for this country during the past month has been the strike at Pullman and the troubles growing out of it. The conflict has been a fierce one, at times almost reaching the proportion of civil war, and it was but natural that its progress should be followed with the gravest apprehensions by those who love our national institutions and believe in upholding the supremacy of the law. To all such, no matter what may have been their opinion as to the right or wrong of the original question, there have been apparent in the conduct of the movement defects and inconsistencies sufficient to condemn it utterly. When the matters at issue between the Pullman Co. and its employes had been submitted to the officials of the company and were being considered by them, the strike was ordered without warning and before any answer had been or could have been returned to the questions therein submitted. This initial breach of faith could hardly have the effect of bringing employer and employe into more friendly relations, and it afterwards proved the first of many measures driving them farther and farther apart. It was, however, in perfect keeping with the policy pursued by the leaders of the same organization during their struggle with the Great Northern a few weeks before, and should have occasioned no surprise. This action was followed by the boycott upon the Pullman cars, the ostensible purpose being to force Mr. Pullman to arbitrate with his men, but it must be remembered that no mention of arbitration was made until it had been clearly and definitely determined that Mr. Pullman would not surrender. Arbitration, to produce its best results, should be brought into play before war has been declared, and not after bitter feelings have been engendered between the parties. No one can know this fact better than the men who are at the head of this movement, and the course they have pursued from the first gives some ground, at least, for the suspicion that the strike was planned with the deliberate intention of mak-

ing its peaceful solution impossible. The exact purpose leading these men to desire a general strike must, probably, be left to conjecture, but it has apparently been accompanied with but little thought for the best interests of the men most nearly concerned or for the suffering and loss entailed.

If we admit, however, that the only purpose of the boycott was to force Mr. Pullman to arbitrate with his men, the movement still lacks justification. There can be no fairness in attacking a man who has no actual interests with the one you wish to reach. The relations between the roads and the Pullman Co are on a purely business basis, and there is no more reason in attacking the roads to reach Pullman than there would be in doing the same thing to reach the Baldwin Locomotive Works.

Every relation in life depends upon the faith held by man in the integrity of his fellows. This is especially true of railroad men in their relations with their employers. We can only hope to better our condition by keeping inviolate every agreement we make. Railroad managers will treat with us only when they feel assured we will keep all our contracts to the letter, and when they have that assurance we can expect to be met man to man. What confidence can they have in men who willfully violate and throw to the winds agreements made in good faith, admitting that they have no grievance but are only desirous of giving aid to a new and untried movement and of showing their sympathy for men with whom they have no direct connection. What can such men expect in the future when they come, as come they must, to ask for consideration at the hands of the very men whom they assault at the expense of every sentiment the honorable man holds dear?

It is difficult, after even a brief review of the real history of this struggle, for the fair-minded man to discover wherein its leaders expect to find justification. Their faith in the gullibility of the American people must approach the sublime if

they expect them to sanction such strife when it was born in a treacherous violation of faith and supported only by the mob and the torch. It was ordered pending an investigation of the troubles sought to be remedied, and before an answer to the demands made was possible. All mention of arbitration was carefully suppressed until the fact was patent that it would not be accepted. The strike was then broadened into a boycott upon all the roads that could be reached, forcing them into a struggle where they had no interest save that of self-preservation, leading hundreds of railroad men into the violation of agreements they were in honor bound to maintain, and bringing untold suffering and loss upon the country at large. To bring all this about recourse has been had to violence unparalleled in the peaceful history of this country, save at Pittsburg in 1877. The laws have been trampled upon, millions of dollars worth of property destroyed and the sacred rights of countless of our citizens ruthlessly invaded in the name of this new movement that was born to be the regeneration of the world. It is but fair to say that most of the violence and destruction has been the work of those vandals who are always on the watch for an opportunity to plunder and destroy, but no one who has given the matter careful study will doubt that the only hope for the success of the boycott was in their outrages and that all its leaders builded upon the crimes they so loudly denounced, but carefully made no effort to suppress.

The strike has assumed such serious phases in many localities, and so many complications have arisen, that the Grand Chief Conductor has been inundated with messages asking for advice as to the proper policy to be pursued by the members of the Order. In every instance he has replied that the Order expects its members to comply strictly with its laws and to perform their own proper and regular duties; and its support will not be given in case of violation or refusal. The members are not expected to perform the duties of employees of other classes who are on a strike, and, if any company undertakes to force them into the performance of other duties than those belonging to the class in which they were employed at the time the trouble began, the Order will lend them that degree of support that is sanctioned, under our laws, by the membership on that line. Upon the question of going out with men hired to take the places of those who have quit, the stand taken is precisely the same as in the case of the illegal strike on the Aransas Pass Ry. It was there decided that the strike was illegal and could not be given any recognition

whatever by the Order, and that position was afterward endorsed by the unanimous vote of the Grand Division and thus became part of the settled policy of the Order.

The annual convention of the Station Agents' Association will be held in Boston, commencing on the 15th of the present month.

Will someone give us the address of A. H. Rennecamp, at one time member of 103? He is wanted as witness in a law suit.

Bro. D. I. Furbeck, of Division 179, is a candidate for the responsible position of Lieutenant Governor of Kansas. Bro. Furbeck is well qualified to fill this position and all will hope that his honorable ambition may be crowned with success.

Brother F. W. Kimball, of Division 222, has retired from the railroad service and started in the mercantile business at Baraboo, Wis. All will hope that his new venture may be attended with the most complete success.

The notorious A. D. Potter, who has imposed upon many by claiming membership in the Order, and whom you have been warned against, is now in jail at Morrison, Ill., to answer to a charge of obtaining money under false pretenses. His conviction is certain.

Brother D. M. Kittle, of 155, is the inventor and manufacturer of a "safety" fish hook that promises to revolutionize the science piscatorial. It is a new departure in that line and appears to be just the thing the disciples of Walton have been wishing for so long.

Bro. Joe Flory organized a new Division of the Order at Nevada, Mo., on June 17th. Judging from his report of the genuine interest manifested by the members of the new Division, they may be expected to be always found in the front ranks. Thanks to Brother Flory and best wishes to the new Division.

At St. Paul the union cigarmakers dug up 50,000 cigars bearing bogus union labels, one brand bearing the advertisement that it was the only one endorsed by the Order of Railway Conductors. This is, of course, a slander on our brothers of the O. R. C., and A. R. U. men will look out for them.—*Railway Times*.

The *Times* is correct in pronouncing it a slander. The O. R. C. has given endorsement to no

brand of cigars, but cheerfully endorses the genuine Blue Label of the Cigar Makers Union.

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Brother W. R. Mooney, member of our Board of Trustees, organized Providence Division No. 370, at Providence, R. I., on the 1st inst., Brother George Hadaway also organized a new Division of the Order at Thayer, Mo., on June 17. Both of these new Divisions start under the most favorable auspices, and the enthusiasm with which they take up the work gives warrant for their continued growth and prosperity.

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On the evening of June 30 last, Brother R. S. Werts, of Division 11, was so unfortunate as to have his valise stolen while connecting with a north bound train at Catorce, Mexico. Besides letters, receipts, papers and such things as a conductor usually carries for his own convenience, the valise contained traveling card No. 5466, which should be taken up and returned when presented. The fireman on the connecting train pawned a portion of the stolen goods the next day and is now under arrest, with pretty good prospects for his final conviction for the theft.

.

After an active railroad life of twenty-two years, Brother James White, of 179, has decided to take up another line of business. He may be found with G. H. Pierson & Co., stock commission merchants, at rooms 215 and 216 of the Live Stock Exchange building, Kansas City, Mo., where he will be glad to welcome old friends. Brother White is also vice president of the First National Bank of St. Mary's, Kan. He has friends in every rank of the railroad service from ocean to ocean, all of whom will be gratified to learn of his location and will wish him every success in the future.

.

The island of Ceylon is one of the most valuable possessions of the British Empire. It has an area of over twenty-five thousand square miles, and a population of over three millions. Great progress has been made within the past few years. Railways and telegraph lines have been extended. The people are industrious and education is making progress. Ceylon is situated off the southeast side of the extremity of India, and the island is supposed in past geological ages to have formed a part of the mainland, between which and Ceylon there are now some islands and some reefs. The depth of water on the latter is small. A railway is now projected to connect Ceylon with India. It is estimated that the

waterway requiring to be bridged is about thirty miles in extent. The whole work, it is supposed, will cost not more than \$5,000,000.—*Scientific American*.

.

Brother J. F. Kelly, of Division 218, was recently called to the west by the accidental death of his brother, who was killed while in charge of a bridge gang on the San Antonio & Aransas Pass R. R. Brother Kelly speaks in terms of the highest praise of the kindly treatment extended him by the members during this trip, and especially of the aid and sympathy of Superintendent Berry, under whom his brother had been working. All did everything in their power to assist him and to lighten his sorrow and for this he is most truly grateful.

.

Brother Joseph Flory, of Division 3, is before the people of Missouri as a candidate for the position of Railroad Commissioner, and his many friends the country over will be pleased to learn that his chances for success grow brighter with every day of the canvass. Brother Flory is a thorough railroad man, is amply qualified in talent and education for the performance of every duty of the position and his sterling integrity is warrant that all interests would receive justice at his hands. The people of Missouri can make no mistake in selecting him for this honor.

.

Brother E. A. Sadd, of Chicago, well and favorably known by large numbers of our members, met with a painful accident on the 17th of June. He was accompanying Brother Penfield, Secretary of Division 1, home to dinner when they were overtaken by a shower of rain. Raising their umbrellas, they started on a run and ran into a crossing gate on the B. & O. tracks which was down and unobserved. Brother Sadd was badly bruised and his collar bone was broken in two places. He was taken to the home of Brother Penfield, where every care and attention was given him. All will be pleased to learn that at the last account, he had improved sufficiently to allow of removal to his own home, where he was recovering as rapidly as could be expected from the nature of his injuries. The CONDUCTOR extends sympathy and earnestly hopes for his speedy and complete recovery.

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Our action leading to the official investigation of Judge Jenkins' decisions in the Northern Pacific matter by a congressional committee is beginning to bear fruit. Evidence of this is

found in the fact that Mr. Boatner, chairman of the committee mentioned, has introduced the following bills in the House of Representatives.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that no judge of any court of the United States shall enforce, or attempt to enforce, the specific performance of any labor contract, or contract expressed or implied, for continuous personal service by the writ of injunction or any other legal process whatever: *Provided*, that the right of action at common law for damages for breach of such contracts is not hereby abridged.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that contempt of court shall not hereafter be punished in any courts of the United States by fines exceeding two hundred and fifty dollars or imprisonment exceeding forty-eight hours: *Provided*, that the above limitation as to imprisonment shall not apply to officers of court, parties litigant, and witnesses who are in contempt for failure or refusal to obey any lawful order of court, and who may be committed until they comply with such order, or otherwise purge themselves of the contempt with which they stand charged. *And provided further*, that the party adjudged guilty of contempt may be committed until the fine imposed by the court is paid.

* *

On the evening of June 9 last, the members of Chillicothe Division, No. 181, assisted by their ladies and a large number of friends, formally dedicated their beautiful new home. The exercises were opened by Bro Wm. Hall, as master of ceremonies, in a pleasing speech, giving a brief history of the Order and Division and extending a warm welcome to all the friends present. This was followed by an able address from the mayor of the city, which was well received. Appropriate remarks were also made Messrs. G. W. Cutter, J. R. Schooley and Thomas Hickey, representing the engineers, firemen and trainmen respectively. Congratulatory letters were read from a number of prominent railroad officials, after which the gathering adjourned to the banquet room and proceeded to a discussion of the generous feast provided by the ladies. It was a pleasing occasion and one that will be held in memory by all who were so fortunate as to be present. The members of 181 are to be congratulated upon the enterprise which led them to the securing of such a home and upon the hospitality which made of its dedication so memorable an occasion.

* *

A recent dispatch from Washington gives the following interesting bit of railroad news that may very appropriately be placed under the head of "important, if true:"

The day the President's signature is affixed to the bill to admit Utah as a State will see the launching of the great railroad enterprise of the year. A transcontinental scheme has been matured and is only held back until Utah can be dealt with as a State. Behind the plan of development is the wealth and influence of the Mormon church. With the quietness characteristic of the Mormon leaders, the surveys have been made, the estimates compiled and the resources of the country carefully investigated. The work is in such an advanced stage that the blue prints of the engineers' maps are now here and are ready to use for construction purposes.

The road surveyed and to be built extends from Salt Lake City southerly and then westerly to a Pacific connec-

tion in the Los Angeles country. If the connection can not be made with the Santa Fe in southern California, then this Utah road will be built through to the coast at or near Los Angeles. But the probabilities are that a traffic arrangement will be made with the Santa Fe from The Needles through to the coast. The projectors of the new road have already sounded President Reinhart, of the Santa Fe, and are to have a formal meeting with him immediately after the statehood bill is signed. By reference to the map a branch of the Union Pacific will be seen reaching southwestwardly from Salt Lake City toward the coast country, but stopping short in the midst of the Sierras. The Mormons have done better than that. They have laid out a route which is a marvel to engineers who have seen the profiles. They parallel the ridges instead of crossing them. They have tangents sixty and seventy miles long, demonstrating that what appears to be the longest way round is really the shortest way to the coast. In southern Utah are anthracite coal beds which exceed Pennsylvania's by one-half, but which have until now entirely escaped the railroad builder. These coal fields will be pierced by the new road.

Bishop Clawson, of the Mormon church, is the active representative of Zion in this project. He is here and in charge of the lobby which has put the statehood bill through to the President's hands so smoothly. Associated with the Bishop is Mr. Trumb, one of the executors of the Stanford estate. Co-operating with the Mormons in the railroad and statehood hopes is Col. J. S. Clarkson, who represents capital to be invested in the road, and who will probably give his attention to the financing of the road, retiring from active participation in politics.

* *

A French statistician says that the number of men and women in France is more nearly equal than in any other country of the world, there being only 1,007 women to 1,000 men. In Switzerland there are 1,064 men to 1,000 women, and in Greece only 933. The conditions in Hong Kong, according to this authority, are "appalling," there being only 366 women to 1,000 men.—*New York Tribune*.

* *

Ask the average person how many stripes there are in the flag, and he will answer readily enough, thirteen. But ask him how many are red and how many white, and he will hesitate in such a way as to make it clear that, at the best, he is only guessing. Well, as a matter of fact, the red stripes number seven and the white number six. Nearly all the details of the official flag are really fixed by law. Besides the designation as to the number and color of the stripes, it is decreed that the flag shall be three times as long as it is wide and that the union shall be level with the sixth stripe, and shall be one-third the length of the flag. There shall be a star in the union for every State. The position that the stars shall take has never been determined by law. The ordinary position in which one sees them, that is to say, a series of rows, is the War Department arrangement.—*Philadelphia Press*.

* *

A SILLY GIRL.—Minnie: Here is a story about a girl who refused to marry a man because his complexion didn't match her hair.

Mamie: Goodness. The silly thing must have thought that married people had to be together most of the time.—*Indianapolis Journal*.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, July 1; Expires August 31, 1894.

Assessment No. 283 is for death of G. W. Dedman. June 17, 1894.

BENEFITS PAID FROM JUNE 1 TO JUNE 20.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
697	\$1,000	Death	M. J. Gilmore	Accident	3294	A	183
698	3,000	Death	W. H. Wade	Apoplexy	2591	C	61
699	3,000	Death	G. K. Lindsley	Typhoid Fever	5096	C	253
700	3,000	Dis.	J. Connors	Loss of Arm	246	C	138
701	1,000	Death	Jno Holland	Drowned	3806	A	49
702	3,000	Death	E. J. Pearson	Enteritis	1186	C	6
703	1,000	Dis.	T. T. Turby	Loss of Hand	1358	A	160
704	3,000	Dis.	Jas. Flanagan	Loss of Arm	5039	C	341
705	3,000	Death	W. J. Bartlett	Uremic Poisoning	4668	C	260
706	1,000	Death	N. Hill	Accident	183	A	290
707	1,000	Death	Frank Black	Consumption	1509	A	191
708	1,000	Death	T. P. Dudderar	Con. of Bowels	1858	A	89

NUMBER OF MEMBERS ASSESSED.

Series A, 4,973; Series B, 2,733; Series C, 4,838; Series D, 365; Series E, 89. Amount of assessment No. 283, \$26,856; Total number of members 13,018.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to May 31, 1894.....\$1,604,300.00
 Received on Expense Assessments to May 31, 1894.....25,995.00
 Received on Applications, etc., to May 31, 1894.....27,227.04

\$1,657,522.04

Total amount of benefits paid to May 31, 1894.....\$1,593,376.00
 Total amount of expenses paid to May 31, 1894.....60,284.05
 Insurance cash on hand May 31, 1894.....3,861.99

\$1,657,522.04

EXPENSES PAID DURING MAY.

Insurance Committee, \$508.95; Assessments refunded, \$8.00; Postage, \$212.00; Incidental, 50c; Salaries, \$372.50; Fees returned, \$15.00; Stationery and Printing, \$21.75. Total, \$1,138.70.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 279 to June 20.....\$24,345.50
 Received on Assessment No. 280 to June 20.....10,978.50
 Received on Assessment No. 281 to June 20.....3,224.00
 Received on Assessment No. 282 to June 20.....3,089.00

WM. P. DANIELS, Secretary



Nunn.

Brother E. E. Nunn, of Division No. 265, died at Winfield, Kan., on the 1st inst. The *Chanute Blade*, of the 5th, gives the following account of his death:

"It appears Mr. Nunn ate dinner at home last Sunday, and when he stepped out of his house he jocularly said to his wife, 'Well, good bye if I don't see you any more.' How awful it is to know that this was to be the last look, the last earthly word and token of love to those he loved so well. In the evening, one hundred and one miles to the south of us, Gene Nunn, as he was familiarly called, stood alongside his train at the beautiful little city of Winfield, he reached up to a seal on the side of his car to examine it when he fell over onto the platform a corpse. E. E. Nunn was a careful, shrewd man in all his dealings, an indulgent husband, a kind parent and a good neighbor, a member of the O.R.C., the K. of P. and the A. O. U.W., a popular man on the road and a true friend. His death is to be regretted by all. The funeral services were held yesterday morning under the charge of Captain Hedrich of the K. P. Lodge, and the body interred in Elmwood cemetery. The sympathies of the entire community go out to the stricken family in their affliction."

Green.

Milwaukee Division No. 46 mourns the death of Bro. S. M. Green, who departed this life on the 28th of last April. Deceased was a worthy member of the Order, a kind and loving father and an upright and respected citizen. At a subsequent meeting of his Division resolutions were adopted expressing the sorrow of the members and their sympathy with the bereaved family.

Iverson.

The members of Huron Division No. 121, at their recent regular meeting, extended to Bro. John Iverson their sympathy in the great sorrow that had come to him through the death of his beloved wife, assuring him that they mourned with him the loss of one whose womanly graces had endeared her to all with whom she had come in contact.

Nichols.

At a regular meeting of Marion Division 268, held March 11, 1894, resolutions were passed expressing the sorrow of its members at the death of Mrs. John Nichols, mother of our esteemed Brother, J. R. Nichols, and their deep sympathy with the afflicted family.

Wilkinson.

On the night of June 11th Brother Truman Wilkinson, of Division No. 4, met with injuries from which he died at 3 p. m. the following day. Brother Wilkinson was in the employ of the E. J. & E. R. R., and on the night in question, when about fourteen miles from Waukegan, Ill., his train parted and ran together. In the train was a tank of naphtha which was wrecked, and in examining it the oil was ignited causing the tank to explode. The burning oil caught Brother Wilkinson's clothes and when he undertook to extinguish the flames by rolling in the grass he only made a bad matter worse, as the oil which had flooded the ground then ignited, burning his clothing completely from his body before help could be given. Trainmaster McMannus sent a special from Waukegan at once with doctors but the injuries were found to be too serious for human aid to avail. Mrs. Wilkinson was also given a special by the same kind official and was with her husband when he died, on the way to Joliet the next day. The funeral was held in Keithburg, and was largely attended, both by the members of the Order and the K. of P., deceased having been an honored member of these organizations. The other railroad orders and the fire department were present in full force, making the funeral the largest ever seen in that city. To the sorrow stricken wife and children the members of Division 367 extend their sincere sympathy. They also wish to thank the members of Division 364; General Manager Ackert, Purchasing Agent Dugan and Trainmaster McMannus, of the E. J. & E.; and Superintendent Voorhes and Trainmaster Kerwin, of the Iowa Central, for the kindly and brotherly aid they gave, and their thoughtful efforts to lighten the sorrow of the family and friends. Resolutions of condolence were also passed by Divisions 4 and 364 at subsequent meetings. Brother Wilkinson was a member of the Benefit Department and left his family in good circumstances.

Tilton.

During the regular meeting of Milwaukee Division No. 46, held March 18 last, resolutions were adopted condoling with Brother W. G. Tilton in the death of his kind and loving wife. The life of deceased was filled with acts of kindness and thoughtfulness for the good of others, and many besides the immediate circle of family and friends will long hold her memory in loving remembrance.

OBITUARY.

Corya.

Death has again passed the threshold of Friendship Division No. 81, and removed from earthly labors an earnest, honest and loved member in the person of Bro. M. R. Corya, who departed this life June 10 last, after a lingering illness. Brother Corya was one of the most active and zealous members of his Division and his death leaves a vacancy that it will be difficult to fill. His character was such as to win and hold friends, and the news of his death will bring a sense of personal loss to all who have ever known him. At a recent meeting of his Division resolutions expressive of respect for the memory of the departed and of sympathy with the sorrowing relatives, were adopted.

Smith.

At a recent meeting of Division 97 the members took occasion to proffer their heartfelt sympathy to Brother L. D. Smith in the death of his wife on the 19th of January last.

Dedman.

The members of Division No. 244 are mourning the loss of Brother George Wallace Dedman, who was called to his final reward on the 17th of last June. At the time of his death Brother Dedman was engaged in the performance of his duties. While working at Colorado Springs he was thrown under the wheels in some way not known, receiving injuries which resulted in almost instantaneous death. Deceased was a kind and loving husband and father, a loyal Brother, a true friend and an upright citizen, one whose clean life and many manly characteristics won him friends wherever known. His loss will be especially felt by his Division and its individual members, and the sympathy they feel for the bereaved family is deepened by the love they bore for him.

Foley.

Brother T. J. Foley, of Division No. 222, has been bereft by the death of his beloved wife. At the regular meeting of his Division, held June 10 last, resolutions were adopted expressing the sorrow of the members at the great loss that had come to their Brother, and their sympathy with him and his family.

Milan.

Brother B. L. Milan, of Division No. 175, died at his home in Greenville, Miss., on the 24th of last June. Deceased had been seriously ill for several months but had battled with the grim destroyer with that calm and steadfast courage which was such a marked trait of his character. He traveled throughout the southern states from Florida to Texas, in the hope that the change of air and scene

might prove beneficial, but it was all in vain, and he finally returned to breathe his last among those whose love had surrounded his life. Brother Milan was a loving and indulgent husband and father, a true friend and Brother. The members of Division 175 extend their most sincere sympathy to the bereaved family, hoping that the Divine Ruler may lift their burden of sorrow that is above the strength of their earthly friends.

Goodwin.

Brother Lon Goodwin, of Division No. 181, died at his late home in Blanchester, Ohio, March 17 last, after a brief illness. The deceased was in every respect a true and worthy Brother and his death will bring a sincere sorrow wherever he was known.

Marsh.

The charter of Centralia Division, No. 112, is draped in mourning in memory of Brother H. W. Marsh, who was called to his final reward on the 23d ult. Brother Marsh received the injuries which caused his death while in the performance of his duties as conductor, near Cobden, Ill., on the date given. In him Division 112 has lost a zealous and worthy member, the Brothers a trusted and loved friend and the Illinois Central R. R. a valued employe. He was true to every trust imposed in him and his genial, manly nature drew about him a host of friends, all of whom will sincerely deplore his untimely death. Resolutions expressing the loss suffered by the Division and the personal sorrow of the members and conveying their deep sympathy to the stricken wife and family were adopted at a recent meeting.

Johnson.

Mrs. Hattie Paul Johnson, sister of Brother H. B. Paul, of Division No. 175, died at the home of that brother in Minter City, Miss., March 31 last. At the time of her death Mrs. Johnson was a resident of Chicago, but had been spending some time visiting relatives and friends in the south. The fatal illness was so brief that her husband was unable to reach her side until several hours after death. Mrs. Johnson was endowed with unusual charms of person and manner and her death will be mourned by a wide circle of friends, all of whom will feel a keen sympathy for the bereaved husband and family. Brother Paul wishes to thank General Superintendent Gilleas, Superintendent Sharp and Master of Transportation J. T. Paul, of the Y. & M. V. R. R., for their ready courtesy in furnishing a special train for himself and Mr. Johnson, thus enabling the latter gentleman to reach Minter City a day earlier than would have been possible on the regular trains.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, AUG., 1894.

NO. 8.



CONTRIBUTED.

A LOST BRIDE.

BY FRANK A. MYERS.

They were to be married in Evansville at the St. George Hotel, on the 13th of April. Only a few close friends were to witness the interesting ceremony. All the arrangements had been made.

The appointed day arrived. The fair young bride-elect was to come to Evansville from her home in Terre Haute. But she failed to appear. And here the romance begins.

There was family opposition to her marriage. The troubles began on the very day she was to take the morning train to join her intended and assume the solemn obligations of a united life with him.

It is necessary to relate here that Fuller Linden, the wofully disappointed groom, was a railroad conductor, and one of the best that ever "slung a punch." He was a gentleman and a handsome fellow—almost an Apollo Belvedere. Noble in bearing, kind of heart, agreeable in temper, generous in sentiment, firm in the right; he was a king, so to speak, among his jolly-bearded associates.

But he was going to marry the daughter of a proud merchant prince in Terre Haute. Her brothers could not bear the idea of her marriage with a "common railroad conductor." As they viewed it, her alliance with him was far below her high station in life. Like most "men of means" they regarded such a union as a lowering

of their family pride, a degradation of their proud patronymic, a trailing in the dust of their exalted social honor.

The beautiful Belle Willis, however, looked at this very important matter differently. To her Fuller Linden was a grand American king. He went forth valiantly to the battles of life, shirking nothing however onerous, and with a strong hand and a sturdy will was doing his duty in helping to bear the burdens of the brown old world. In no sense was he shrinking from the work that lay plainly before him. Somebody must labor and do what is to do, and Fuller had stepped promptly forward into the vanguard to stand the brunt and the shock of the toil of life. His part should be bravely done by his own hands, and not left to increase the hardships of others. He was a hero in the every day walks of life, a strong and needful man, and a useful citizen. And Belle was, in very truth, doing a proud thing in breaking out of the cult formed by money and marrying an Ajax in the thickest dust of commercial life. She was true enough to despise the trammels of crotchety social distinctions.

Now, in the first place, allow it to be said that these two high-minded, character-admiring young people loved with a fondness that no shock could sunder. It was a sweet and perfect love, divinely

right, and profane social customs had no legal or moral right to interfere. All moneyed differences between people are artificial, not nature made. God knows the workings of the hearts; he knows no differences where love is pure and holy. All true love is right in his eyes. Therefore, let meddlers tremble how they balk the workings of the heart, directed by God's finger, led by God's laws.

The train that was to bear Fuller Linden's noble, brave young bride-elect into Evansville arrived about nine o'clock a. m. While at the union station awaiting the coming of the long-desired train, a telegram was placed in his hands. It was from a friend at Terre Haute. Leaning against a column of the spacious shedding he read the astonishing news:

"Miss Belle Willis has been abducted by her big brother Louis, and carried to St. Louis. She cannot meet you this morning."

With a blanched cheek, but without a word, he handed the paralyzing message to his intimate friend, Bert Major. After Bert had read it he looked up at Fuller to see what effect it had upon him. Both disappointment and chagrin were apparent. But he had not shifted his position. He was breathing hardly. His lips were compressed tightly. A hatred lighted his flashing eyes like a gleam of fire. Bert awaited for him to speak.

"Don't that beat you!" he at length exclaimed in a deep, hoarse voice.

"The shame of it, after all the arrangements and the publicity it has had," said Bert, burning to his finger nails for his friend.

After a long silence, during which Fuller never moved or looked at Bert, he said, with a decisiveness characteristic of the young man:

"I'll find her and marry her in spite of all the demons of the bottomless pit."

Then the two friends walked away together, without waiting for the arrival of the train.

"I'll tell you, Bert," said Fuller, in the closest confidence, as they walked down Main street, "this all comes because I am a poor man and a common laborer."

"That's it, exactly. The Willises are proud people, and they think you beneath them."

"I'll show them." There was a blazing fire in this. "I know it is not the girl's fault. She is not a party to this. She loves me, and this thing only puts off the wedding day. If I am a laborer and they are haughty dealers in stuffs, I am as good and as proud as they are."

"No. I don't think it is the girl's fault at all."

"I know it isn't. We'll go back, declare the thing off for the time, and I'll find her—see if I don't—if she's anywhere on top of sod."

"That's all that can be done now," observed Bert, referring to the postponement of the marriage ceremony.

"I swear by all things, good and bad, and I here register my oath before you, that I'll find Belle, or I'll die trying." There was the most intense feeling in this utterance. He felt the shame of the fiasco most deeply, but he was peculiarly strong in the emergency. While it cut him to the soul's quick yet he was resolute to take up the subject of his lost bride and find her, even if it took years. To this one thing he was now going to devote his life, and plans began to crowd thickly into his mind.

The lines in his face were stern and hard, and the knit brow manifested the workings of the soul within. Like one who has seen the last sweet thing he loved on earth swept away into the abyss of eternal darkness, like one who has had his fondest hopes and dreams crushed by the nether millstone of exacting toil, like one who has been clubbed into insensibility by the non-appreciations and falseness of others, he turned from Bert Major at the corner without another word and was soon lost in the ever-mingling, moving, varying line of wriggling humanity pouring along. He was like one dead to everything but one omnipotent, desperate, burning purpose. If the great broad earth, now dead to him, held Belle anywhere, he would find her. Find her he must, or die in the endeavor. The one mocking cry of his soul was:

"Belle! Belle! Belle! Belle!"

This one word, like a scream upon the solemn stillness of a midnight forest, broke over his soul like a terrifying wail of agony, and would not be translated into more garish words. He had no use for words; his heart was already splitting with this one magic word "Belle." He saw nothing, heard nothing, knew nothing but Belle lost. He had been mocked, scorned, torn, and his being was like the roaring, wailing, screaming, sweeping elements in a terrifying cyclone that swept away fences, trees, crops, houses, barns, rendering the earth one vast theatre of devastation. No pity, no concern was shown him. What were his feelings, his honor, his sense of propriety to them? What did they care for his disappointment, or the sting of the wagging tongues of the Mrs. Harrises? What was he but a common laboring man, whom they were not bound to respect? Ah, God, is there a heaven; is there a hell, where all things will be meted out according to the level and square of eternal justice?

With all the speed that the mighty train could bear him forward he flew to St. Louis resolved to search that Mound City for his lost bride, and

if she were within the boundaries of that straggling agglomeration of houses he would find her and rescue her. He would turn the city over, much as Archimedes would the world with a lever, but he would find her. It was almost impossible for him to believe that anyone could be so heartless and cruel as to rob him of her who loved him with an angelic faith, and to pain her heart as with the thrust of a red iron.

When he dropped off the train at the union depot and glanced around at the utter blackness of walls and streets he knew not which way to go first in the prosecution of his purpose. He was like one

"Who treads alone
Some banquet hall deserted,
Whose lights are fled,
Whose garlands dead,
And all but he departed."

Where was she? How would he find her? Was she there at all?

He stood long like one in a dream, like one without a purpose; and some strangers looked at him curiously and wondered. One middle-aged lady even came up to him with the sympathetic inquiry whether he did not know which way to go. Then he recollected himself and with a begging apology told the kind hearted creature that he was not an entire stranger there but he was simply looking for a friend. Lifting his hat he bowed to her and moved on.

Then he went to the office of the *Globe Democrat* and left an "ad." that asked for information about Miss Belle Willis. The same "ad." was left at the office of the *Republic* and paid for. Next he proceeded to police headquarters and told his story, only a little modified. The only modification in the case was that Belle was his sister instead of his betrothed, as Abraham of old declared concerning his wife to King Abimelech.

With the help of the press and the rogue-takers he began a systematic search for the lost one. Day after day he tramped and hunted for her, and night after night he continued his hopeless task, and each day ended without any clue whatever. Her place of concealment could not be found. She had been swallowed up like a ship that went down in mid-ocean and left no mark to indicate the spot where it disappeared forever from view. She was lost!

Neither the papers nor the detectives brought him any tidings. For ten long weary days he hunted, up and down the streets, inquiring here and there, in the heart of the city and in the less compact suburbs, but no breath of her he sought came up out of the mighty solitude. In vain, all in vain!

Weary and sore and sad he retraced his footsteps at last to his hotel. Disappointed and distressed he stretched his tired limbs upon his couch, and as often and often before turned the desperate problem over in his distracted soul. Not to be found! Lost to him forever! Swept as it were from the face of earth! Gone!

Tossing and rolling he slept not. Would to God he knew her destiny! Would to God he knew her feelings! Where, oh where was she. Like a cooling inspiration he quoted:

"And neither the angels in heaven above
Nor the demons down under the sea,
Can ever discover my soul from the soul
Of the beautiful Annabel Lee."

They might be parted in body but not in soul. She was his by all the laws of love and right, and that fact the Willises could not refute, though they took her unwilling body and securely concealed her from him. She was his, his by her own consent, his by the laws of nature, his by the sanction of heaven, and his she would always be. If they had robbed him of everything good on earth, they could not take away his golden memories of this sweet, innocent girl.

The irregular, moaning winds without were in unison with his sad, sick heart; the pulsing noise of the wind shaken windows of his room beat upon his soul like muffled drums at a funeral; the darkness in which he was enveloped was like the forbidding blackness of the revolting grave—he was not himself, he was not at peace. O, to have lost the most precious object on earth, the end and aim of his life! What was there in life now for him?

He slept a little.

After daylight he arose, mechanically swallowed a bite of breakfast, and leaving the search to be continued by the detectives, returned home. Sad and heavy he felt the jerk of the train as he started back on his way to Evansville. The last of earth had fled, the gong of time had sounded, life's pleasures were all blotted out by one foul crime.

As he flew along he looked out upon the broad fields greening under the soft influence of the returning spring sun, saw the woods shaking their budding spires in the golden light, beheld the farm houses and the fences that marked out the fields, observed the farmers busy in the open air preparing for the spring crops, noted the cattle and other farm animals moving or grazing quietly in the bright sunshine, remarked the approach of gay springtime on every hand; but what were all these things to him now, him who had lost his hope, his love, his all, him who had lost his Eurydice.

It may have been unsentimentally wicked,

he wished the train would run off the track and he alone of all on board would perish. Once when the conductor, whom he knew well, passed by, he spoke:

"Say, Jim, is this Hawthorn's celestial train to heaven?"

After looking at Fuller a moment in stupid wonderment to note what he meant, and seeing no sign of humor in his hard, beclouded face, Jim answered with a sudden thought:

"No, Fuller, this is Artemus Ward's typical southern train that he was afraid the cows would come in behind and eat him up for green grass."

And Jim moved on and Fuller wondered what he meant.

That very evening, Bert Major, learning that Fuller had returned, sought him out and found him at his home on Eighth street, tired, despondent and limp in mind as a wilted flower.

"No, Bert, I did not find a single clue to Belle," said Fuller in answer to Bert's anxious inquiry. Without invitation, but none the less welcome, Bert sat down near Fuller, who was lying exhausted and sapless upon a couch. The evening shadows deepened in the room.

"What will you do now?" asked Bert, not a little concerned for Fuller's listless, imaginative mental state. There was a wild stare in his friend's eyes.

"I don't know yet—haven't decided."

"Well, I have some news, which I dug up without a spade or pick," said Bert seriously.

"What?" half shrieked Fuller, turning his face suddenly from the unsuggestive wall.

"Well, while in Terre Haute I heard the truth. Her big brother Lewis did kidnap her away. She was at the depot just ready to take the train down here, when Lewis appeared on the scene like an absolute slave overseer and actually caught her and carried her to a cab and hurried to the other depot, where he forced her into the car and went with her to St. Louis. That is the last anyone knows of them.

"The vile villain!" hissed Fuller, grinding his teeth.

"Yes; I learned, too, that Lewis was the main stem of all the opposition to you. The whole family, for that matter, opposes your marriage, but the big, double-fisted Lewis leads them all. It is certain that Lewis has sworn to kill you on sight. Three persons that heard him say it told me."

"No he won't," said Fuller without the least concern; "he's too big a coward. I don't care for his big, blowing words. All bluff—nothing else in the wide world. He would not kill a flea."

"Do you think you'll find her?"

"Find her!" starting up like one shocked by a sudden danger; "find her!" repeating the exclamation; "of course I will," and he stared at Bert reprovingly.

"I think, Fuller, it would be a good scheme to steer clear of her big brother for awhile, till the thing blows over a little, you know. If you should have trouble with him, it would injure your cause; and if you should get hurt it would deprive Belle of a needed friend—see?"

"I see. But don't trouble yourself, Bert, about me. I shall not hunt him up to pick a quarrel, but if we meet I shall be six to his half a dozen, mark my words for it."

Fuller arose and paced the floor like one in a most wretched and trying state of mind.

"I don't think they know you, Fuller," at length Bert broke the monotonous footfalls on the carpet.

"Why?"

"Or they—they would not treat you so."

"Oh!" as if he regarded that no reason at all

"As to that," said Bert, "I think they think you are not good enough to be one of their family because—because you are a laboring man. But, as I said, they do not know you."

"I'm seeking the girl now, not favors," replied Fuller, not curtly but sorrowfully.

It is not necessary to repeat the rest of their conversation here, for it was largely only a variation of the words that have already been set down hereinbefore.

A few days later the disappointed lover received a dispatch, asking him to be at the L. & N. depot that afternoon. The thing did not look right to Fuller, and he told Bert about it; he also agreed that it had a suspicious character.

"It is signed all right. Dave Hogan is your friend, and if Dave sent this it is all right," noted Bert with great emphasis. "But if it means mischief, it can be beaten, easily."

"Suppose it has been sent by her big brother Lewis?"

"If it is from him, he has laid a trap to catch you and kill you, that is all."

"Think so?" asked Fuller looking queerly at Bert.

"Yes."

"Why?"

"Oh, well, don't you think so?"

"Yes, I guess I do," after hesitating some. A deep, hard frown mantled his fine face.

"Now, I'd go there with a captain of police or the chief of the detectives, and while you remain back the officer can probe the matter to the bottom." Bert believed this would work perfectly

And in fact, there could be no reasonable objection raised to this. "You see," continued Bert, "that if it is Lewis the stolen sister may be with him, and she may be rescued."

"By heavens, you are right," cried Fuller, new life animating his whole body and expression. "We may find out something anyway. At all events this mysterious telegram will be explained."

"Now you're shouting," exclaimed Bert. "And I'll be there with you, to help you out in case of trouble."

"All right, Bert. Shake." And the two chums clasped hands with an emphasis singular to tried and true friends.

"Go prepared," continued Bert as they parted at the street corner.

TO BE CONTINUED.

MRS. M'CARTHY'S CLOTHESLINE.

BY H. N. ADAIR.

The last shirt was hung and Mrs. McCarthy pinned it with a wooden clothespin. As she surveyed the long line of snowy garments fluttering in the breeze, a deep satisfaction filled her honest Irish heart. Her neighbor across the road had not yet begun to hang up her wash. But, verily, "pride goes before a fall," for scarcely had Mrs. McCarthy picked up the empty clothes basket and turned towards the house, when snap! went the faithless line, and down went the result of her morning's work. Now, the soil of that country was red clay, and as Mrs. McCarthy, with her hands on her hips, surveyed the wreck, she uttered a few words. But if the blessing she expressed were a left handed one, it was couched in good Irish, and, under the circumstances, might well be pardoned.

Then she lifted up her voice:

"Mike! Tim! Here, ye spalpeens!"

Two freckled, red-haired urchins of ten and twelve answered to the call. The mother went into the house and shook out two dimes from the little red tin bank on a corner shelf.

"Run to Mr. Crane's, quick, now, and bring me a clothesline. And if ye're not back forinst I wash out these shirts, it's more than a taste of the stick ye'll get when I lay hands on ye!"

The boys started off with a whoop, and the recollection of the threat gave swiftness to their feet, until, after their purchase was made, they decided to return home by a different road. The distance was greater, but it had the advantage of shady pleasantness, with the added attraction of being nearer the railroad.

The boys' father was a "section boss," and the youngsters took an immense interest in the road. Probably the superintendent himself had a less keen appreciation of the dignity of his position, than had Mike and Tim McCarthy of their connection with the road.

"Aint it 'most time for number 16, Tim?" asked

the younger lad, as they gained the top of a hill that overlooked the track. Tim cast a critical glance at the sky; then noted the shadows at his feet.

"Ef she's on time," he answered, impressively, "she'll come flyin' round that curve in about fifteen minutes."

"Let's wait and see her go by," suggested Mike, stretching himself on the short grass, and fanning himself vigorously with his battered straw hat.

"O. K.," responded Tim, oblivious of his mother's ire and the hickory stick.

The hill where the boys were rose high above the track, and overhung it somewhat, as its steep side had been cut away in building the road. The level top sloped very gradually back to the higher country behind it, but eastward and westward it fell away sharply to a deep ravine on either side. A fringe of stunted bushes grew at the edge of the precipice, and behind them a dense growth of trees made a bower of shady coolness. The boys lay still a few minutes; then Mike opened his mouth to speak.

"Whisht!" came warningly from Tim, before a word had passed his brother's lips. Mike's ears were on the alert instantly, and neither boy moved, though only Tim knew for what they were listening.

Voices came up to them from below the hill.

"It's a sure job we've made of it," said one, and the answer came in a surly tone:

"Sure as death. They'll be sorry they ever took an honest man's livin' away from him. I swore I'd be even with Dan Fuller, and if that little arrangement there on the culvert don't lay him out under his engine, my name's not Jim Long."

Tim and Mike looked into each other's faces, their honest Irish eyes ablaze with indignant horror. To both boys had flashed the recollection of the story their father had told, of the drunken

fireman who had vowed to get even with the engineer, who had at last reported him, and so caused his discharge.

And Dan Fuller, their hero, "the best engineer on the road," in the boys' opinion, was in dire peril.

"Don't make a sound, Mike," whispered Tim, "I'm going to stop 'Sixteen.'"

Mike nodded silently. As Tim made his way down the western slope, the younger lad, cautiously and silently as an Indian, wormed himself to the edge of the hill, where, himself unseen, he could, by peering through the bushes, see the track for some distance in either direction. He could see nothing of the two men they had heard talking. Probably they were beneath him, hidden by the overhanging wall of rock. Mike's gaze sought the culvert, a short distance to the left.

What had the two wretches done there?

Keen-eyed as a hawk, the boy scanned the track almost inch by inch along the point of danger. At the farther end of the culvert he fancied he could see something wedged against one rail, and projecting slightly above it.

Suddenly he heard a sharp, angry cry from Tim, and then threatening words from the two conspirators.

"You little Irish devil! What are you up to? We'll teach you to spy around!"

"Lemme go!" roared Tim. "I ain't a spyin'. *What is there to spy about?*"

"Nothin' at all," said one of the men, hastily. "Only, where are you goin', in such a hurry?"

"Home," answered Tim. "And I've got to get there in a hurry, or my mother'll beat me. She told me to hurry back."

Mike could not see the speakers, but he knew, from the sound of their voices, that they were on the western slope of the hill, hidden by the undergrowth.

"Which way do you live, sonny?"

There was an ugly undertone of savagery beneath the assumed mildness of the question.

"Down the track," answered Tim, with alacrity, a sudden hope uprising within him that the men's suspicions might be disarmed by his frankness. But the grip on his arm was only tightened, and the cruel, drawling voice went on.

"You mustn't go that way now, bub. The train's a comin', an' you might get run over."

With a howl of rage, Tim tried to wrench himself free, but only made his case worse. With an oath, the man exclaimed:

"We'll just tie you to this tree till you learn not to meddle. Here, Joe, hold his arms around it, so, till I tie his wrists together. You an' me

must light out o' this. Hold your noise, you limb o' Satan, before I cut your d——d Irish throat."

Poor little Mike, crouched amid the bushes on the brow of the hill, had listened with growing terror to the colloquy below. Now his heart seemed to stand still with fear. Would they really cut Tim's throat? Men that would wreck a train would not mind killing a little boy, thought poor Mike. But there was a hero's heart beneath that faded calico shirt, and the quick Irish was were at work devising a plan to save the endangered train.

"I can't do anything for Tim by myself," he thought, "but maybe it won't be too late if I can stop 'Sixteen.' Maybe the bad men will run away when they hear her coming. If I had time I'd say a 'Hail Mary,' but sure the Blessed Virgin will know I wanted to. If she'll just take care o' Tim, I'll get Mr. Carroll to stop the train."

Mike's fingers had been as busy as his thoughts, and by this time he had knotted one end of the clothesline firmly around a stout young oak and dropped the other end over the edge of the hill. He nodded with satisfaction as he saw that it was long enough to reach the ground below.

Grasping the rope firmly with both hands, and bracing himself by giving it a twist around one bare foot, and pressing against it with the other, he swung himself clear, and slowly, yet as quickly as he dared, let himself down. There came into his mind a vague remembrance of something that a good priest had taught him once, but he could not recall it clearly.

"Wish I could say it now," he thought, as he cautiously lowered himself, "'twas somethin' 'bout St. Michael an' all the angels. Father Connor told it to me cause I was born on St. Michael's day. But it's Tim they ought to look after now. I hope they will."

Mike was small for his age, and slight; active and wiry as a cat, and the descent was accomplished in safety. Then he bounded away like a deer, towards the station, half a mile eastward.

"'Sixteen' is late, sure," he thought, as he ran his best, "she'd 'a' been along by now if she was on time. I hope she's *awful* late."

Rod after rod was passed by the flying bare, brown feet, and Mike's heart was thumping like a hammer against his ribs. But he kept bravely on, never slackening his speed, while over and over in his brain he seemed to hear the good priest's half forgotten words, and his feet kept time to the swift measure:

"St. Michael and all angels."

Somehow he did not feel so frightened about Tim now, and bent all his energy towards reach-

ing the station and sending a warning to the imperiled train.

Mr. Carroll was busy, writing up his way bills, when Mike burst into the office like a small whirlwind, and gasped:

"Stop 'Sixteen! The culvert!"

He had no breath for another word.

The agent knew the McCarthy boys, and felt sure that there was a real and urgent need that the train should be stopped. Wasting no time in questioning the boy, he turned instantly to the key, and Mike felt easier as he heard the sharp click, click of the instrument. The sound was totally unintelligible to him, but he believed that the little key had absolute control over the trains.

"C. and E., Number 16. Danger at first culvert on Section 12."

This was the message the agent sent to the next telegraph station; but his face grew pale as the answer came clicking back:

"Number 16 just passed."

It was too late to give the warning by wire. Was there time to flag the doomed train? Carroll seized a red flag and rushed out of the office. At first he ran so swiftly that Mike was left far behind. But Carroll was rather stout, and unused to running, and before long the thin, wiry Irish lad began to gain. He had taken a breathing spell, and besides, was buoyed up by the tremendous excitement. Fifty yards from the culvert he was at the agent's side. Carroll was breathing heavily and running unsteadily.

And bark! The whistle! And beyond the trees, the smoke!

A word of despair broke from Carroll's lips, and he almost stood still, his arms dropped wearily.

"I can't make it!" he gasped, hopelessly.

"/can," cried Mike, snatching the flag from the nerveless hand, "you come on, and don't let the men stop me."

Only half comprehending the vague clue in the boy's words, yet with full belief in him, Carroll followed the little fellow, as quickly as he could, but Mike far outstripped him, and passed the culvert just as the train swept into full view around the curve beyond.

Waving the red flag from side to side, Mike ran to meet it. The shrill whistle sounded like sweetest music in his ears as it gave the call for brakes; and the long freight train came slowly to a standstill.

The engineer was leaning out of the cab window, and called out:

"What's wrong, Mike?"

"Jim Long has fixed something on the culvert to ditch your engine."

The conductor came running forward, and to him Mike repeated what he had said to the engineer.

Then, as the excitement that had buoyed him him up began to subside, he trembled, and when Fuller shook hands with him and said:

"I'll be proud to have you for my fireman some day," Mike, to the engineer's amazement, began to cry vigorously, and it was some minutes before he could sob out his story of how Tim had started to warn the train and had been stopped by the men who had planned the wreck.

But fears for Tim's safety were soon quelled, for, guided by his howls of distress, they presently found him and released him from his bonds. The two villains had made their escape as soon as they had tied Tim.

"Phwat are ye howlin' about, Mike?" said the elder brother, "they didn't hurt me, and 'Sixteen' is all right, thanks to you."

But Mike still wailed:

"The clothesline! Sure, marm'll bate the life out o' us!"

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. PEEBLES.

CHAPTER XIII.

After the above revelations of the inner or soul history of Socialist the reader may appreciate why the experience of Christian had so profoundly impressed him. His mind was like a plowed field, the sod was upturned and the ground prepared to receive the seeds of any religious doctrine.

He had known Christian for years, as a man of

intelligence and ability, of irreproachable life and morals, free from any traces of bigotry or fanaticism and earnest and sincere in his search of truth.

And this man, after a life examination, accepted as divine the words of Christ, but worshipped the God that Christ had revealed, not the man that christian tradition proclaimed a God. It certainly was a new, and original way to judge of

Christianity, taking the words of Christ by themselves—yet why was it not the true way? He would follow the example of his friend, borrow his manuscript and study it carefully, and—

His soliloquy was suddenly interrupted. He felt a hand on his shoulder and heard the anxious voice of Christian exclaim, "Come quickly, I fear our companion is very ill."

A few hurried steps through the tall weeds and underbrush brought them to the side of Philosophic. He was tossing restlessly on his blanket, his features were contracted, his nose and chin seemed sharp and peaked, the face had a purple hue, and the muscles of the mouth twitched convulsively, as he attempted to greet them with his usual smile of welcome; but fell back, uttering faintly, "please, water."

When Christian held a cup of water to his lips he eyed it with wistful avidity, but waved it aside and motioned for a spoon, and would not drink from the cup. Socialist smiled involuntarily at this instance of moderation and self-control that recalled the time when he fed him on bread crumbs.

The two friends were really alarmed at the appearance of the sick man; but while they bathed his head and face in the cooling water, arranged his blankets, made him a pillow from their own, and chafed his feet and hands, they assured him (as a well man instinctively does one that is ill) that he looked better already and would soon be well.

Several times he endeavored to speak, as if he had something on his mind that worried him. But the effort seemed to cause him pain, and his voice would fall to a confused murmur.

The two friends vainly endeavored to soothe his increasing agitation, but their well-meant efforts only aggravated his condition. A look of strong resolve showed the strong mental effort he made to conquer his physical weakness, as he beckoned them nearer to his side and whispered, rather than spoke, "I must speak now; the delirium of fever may conquer. I have been weak and cowardly, and was selfish enough to remain here, knowing that I might become a charge on your kindness. Physicians have warned me that a trip in the forest beyond the beaten paths would prove fatal. You must promise that you will not allow my condition to interfere with your explorations. Leave me and go on with your work. You—have—lost—time—and—" The voice had gradually failed, and, although the lips still moved, no sound reached the ears of the listeners.

Never of a strong or robust frame the exposure of the last week had weakened his vitality, and

his system had fallen a prey to the poisonous exhalations of the decaying vegetable mould that formed the soil in the dark forest. None but the strongest could have long resisted the heavy miasmatic vapors that hung like earth clouds under the impenetrable roof, that the life-giving rays of the sun never reached to absorb.

The two friends looked inquiringly at each other. Weak and sick as he was, the light of reason still shown from his eyes, and his words were not the vaporings of fever.

Christian looked earnestly in the eyes of the sick man, and leaned over him with an air of kindly sympathy; yet there was an undiscernible ring of dignity in his words as he said slowly and impressively:

"You are reasoning from a false and unnatural basis. If you found either my friend or myself sick and suffering in the forest would you turn away and leave us to perish?" A faint smile played on the lips of the sick man, a light came into his eyes that proved he had caught the far-reaching effect of the question. He hesitated and shook his head. Christian raised his hand, saying, "I insist on the direct answer, yes or no." He waited for the answer, and when the word "no" was whispered, stopped the explanation that trembled on the lips of the other by saying, "Let the matter end here. Would you think of us as less than men? Would you have us forget the Golden Rule? Would you imagine that we would do less than you would do?"

Philosophic said no more. Apparently the reasoning of Christian had settled the matter; for he sank back on the pillow, and the anxious, worried look faded from his face.

Several hours passed, and he lay quietly with closed eyes. He never spoke, but received the attentions of the two friends with a smile of gratitude.

It was near the middle of the day when his features suddenly relaxed, the skin lost its purple hue and glazed appearance, and he was bathed in a profuse perspiration. He opened his eyes and smiled faintly, as he declared he was much better.

Much relieved, Socialist whispered to his friend, "The fever has gone, and when this weakness passes off he will be well."

But Christian shook his head. He was better informed as to the sickness and its cause than his companion, and gravely replied: "This is but the natural exacerbation of the disease. The fever will return, and his extreme lassitude and exhaustion proves that little vitality is left to combat the increase of miasma that will laden the air of night. If we had a supply of quinine

there would be some hope; but we cannot remove him, and I fear recovery is simply impossible."

The voice of the speaker was broken as he turned away, his mouth quivered, and great tears rolled down his face, as he endeavored to hide his emotion by stooping down and making preparations to light the evening fire.

Philosophic had been known to the others only a few days, but the marked unselfishness, the evident sincerity and real goodness and the gentle firmness of his character had strongly impressed them, and had obscured the peculiarities of this strange man.

As his friend had turned away, Socialist had hurried to his pack that had been thrown at the foot of the tree, and after rummaging here and there for a short time, rose hurriedly to his feet and hastened back with a smile of exultation: "Here is what you want. I remembered Onetax said he had some common medicines with him, and in his hurry to leave he left his small packages."

The eyes of Christian brightened as he took the little parcel of paper in his hand and read the words "Quin Sulph."

"Thank God! thank God!" he fervently ejaculated, "this is a thousand times more precious than diamonds," as he tore off the cover and revealed a flaky white powder.

He divided the whole into six equal powders, mixed one of these with a little water in a spoon. His voice rang out with old time heartiness, and his face was wreathed with triumphant smiles. "Rejoice; here is the remedy that will drive the malaria like a summer cloud before the wind. Quick; open your mouth; every minute of delay is a minute lost."

He suddenly and abruptly stopped. Philosophic was lying perfectly still, his arms were folded on his breast, his eyes were fixed and staring as at something far off, while his lips moved as though he was repeating a regular formula. His whole attitude resembled one either in deep meditation, or perhaps in prayer. He paid no attention to the enthusiastic greeting, and the other stood silently waiting, until he turned, and with his courteous smile, said: "I ask your pardon, but I was in the midst of treatment, and could not break off immediately to explain my apparent rudeness."

"In the midst of treatment!" exclaimed Christian. "What do you mean?"

The sick man had exhausted himself in his former effort, and his head sank back on the pillow, as he waited to gather strength before answering.

Socialist, who had followed the other to the side of the sick man, shared the surprise of his friend, and tapped his head significantly with his finger while he pointed at the sick man. Christian shook his head negatively. Although pale and contracted the face of the sufferer expressed full intelligence with no sign of excitement or delirium.

Philosophic beckoned them nearer, and having slowly swallowed a mouthful of water, spoke clearly, although but little louder than a whisper, in his usual pedantic style:

"I am a firm believer in mental science, or, as it is called, mind cure. It is the only scientific treatment for the imaginary bodily condition that we call disease. I have never taken drugs during adult life and never will. I had hoped to explain the theory to you and have you treat me, as self treatment is not as efficacious as that received from another; but my weakness—has—prevented——"

The voice of the speaker had gradually become weaker and indistinct, and a hoarse murmur succeeded. His lips still moved, but no sound came to the ears of the listeners. He was entirely exhausted, his face twitched, and his breath became hard and labored.

The two looked at each other inquiringly. He was not delirious, it was not the perversity of sickness. What should they do? The day was slowly fading, the air was perceptibly cooler, the grey mist was assuming a brownish tinge. Night was close at hand—night freighted with the breath of death. Every moment was precious, and hours had been already wasted. Without the antidote another attack was inevitable, and in his weak condition another attack meant death. It might be well to humor the fancies of a sick man to a certain point. But should such fancies interfere when life and death hung trembling in the balance, and a breath might turn the scale? They knew that he was amenable to reason, but there was no time to argue the case, he was too weak to reason, too ill to judge; and there was no time to discuss the merits of treatment. It might, even now, be too late to check the progress of the disease, and every moment added to this uncertainty. Christian stooped and held the spoon before him gently and in the soothing tone that one would use to a refractory child, "Please take this, one swallow and it is all over, then we will argue the case."

Philosophic turned away with a grimace of disgust from the spoon, and his deep sunk eyes fairly glowed with indignation as he said, with a distinct pause between each word that rang with

a metallic clearness: "I—have—said—enough. Do—you—take—me—for—a—puling—child?"

Socialist wrung his hands in perplexity. He felt that he knew the strange character better than his friend. He remembered the terrible remorse and agony of self reproach that had overwhelmed him at the bare memory of having used physical force to drag his brother away from an ignominious death, and he felt that the man before them would prefer certain death to a violation of his principles.

Christian involuntarily drew back from the withering contempt that shown from the face of the sick man, but the feeling was but momentary. He looked pityingly at the stern countenance of the other, then closed his eyes for an instant, and his lips moved as if in silent prayer for help from that divine source that he believed reigned in omnipotence over the affairs of men. He beckoned Socialist aside, and then, later, followed him through the woods beyond the ear shot of the sick man, who followed their motions with his eyes, but spoke no word.

As soon as they believed they were beyond the hearing of the other, Christian turned, and laid his hand on the shoulder of his companion. His bearing was solemn and determined, and there was a peculiar dignity, even majesty in his air that awed the other.

"We must do our full duty, a human life is in our hands, and we must use all God-given means to preserve it. We must make him take the remedy;" and he added with increasing solemnity that thrilled his hearer, "If we allowed him to die without taking it, the balance of my own life would be made miserable by the knowledge that there was a soul waiting on the shore of time that I must blush to meet."

He bowed his head and Socialist uttered the word, amen! while his hand clasped that of his companion's in a grasp of silent sympathy.

Without another word they retraced their steps. Socialist gave a quick exclamation of surprise. The blankets were empty. The sick man had disappeared.

TO BE CONTINUED.

PUBLIC OWNERSHIP OF RAILROADS.

BY W. P. BORLAND.

The present terrible condition of affairs will not be altogether an evil if it awakens railway employes to the importance of finding permanent relief for the industrial difficulties surrounding them, and directs their attention towards the only practical and logical solution of the railway problem—government ownership. Aside from such considerations as this, which are alone sufficient to place the question of public ownership beyond dispute, there are many other reasons why the people should own the railroads. The railroads are essentially public agents; they do the business of the public, and it is indisputable that the public business can only be satisfactorily administered by public functionaries; men who are answerable to the public alone for the proper performance of their duties, and not to private parties. The Interstate Commerce Commission, in their sixth annual report, thus set forth the public character of the railroad business: "The railroad is justly regarded as a public facility which every person may enjoy at pleasure, a common right to which all are admitted and from which none can be excluded. * * * The railroad exists by virtue of authority proceeding from the state, and thus differs in its essential nature from every form of private enterprise.

The carrier is invested with extraordinary powers which are delegated by the sovereign, and thereby performs a governmental function. * * * So far from being a private possession, it differs from every species of property and is in no sense a commodity. Its office is peculiar, for it is essentially public. The railroad, therefore, can rightfully do nothing which the state itself might not do if it performed this public service through its own agents instead of delegating it to corporations which it has created."

That the railroads do perform governmental functions is clear. They perform public business, and in the carrying on of that business they are necessarily endowed with powers which rightfully belong only to the government. They are endowed with the taxing power which is the supreme attribute to sovereignty; they tax the public for the carrying on of the public business. If this taxing power was used in the interests of the public there could be no considerable complaint on that score; but the trouble is that it is not used in the interests of the public, but in the interests of private parties who use this delegated power for their own enrichment at the expense of the public. Here appears the peculiar phase of the question that the necessities of the case have

permitted the railroads to exercise a power which the government of the United States is constitutionally debarred from exercising itself. By failure to assume this manifestly governmental function, the government permits the railroads to do something which the constitution expressly prohibits it from doing. The constitution declares that "all duties, imposts, and excises shall be uniform throughout the United States," and that "no preference shall be given by any regulation of commerce or revenue to the ports of one state over those of another." It was because of discriminations for the benefit of favored shippers or localities in plain defiance of the spirit of constitutional right, whereby competition was shut out and a portion of the people enabled to profit at the expense of the whole, that the interstate commerce law was enacted. This law was expressly aimed at discriminations of all sorts, but it is well known that the law is almost a dead letter; it only forces the discriminations to be carried on with some approach to secrecy, but it does not prevent them from being carried on all the same. President Stickney says that "if all who have offended against the law were convicted there would not be jails enough in the United States to hold them." The decision of the court in the Counselman case practically declared the interstate commerce law worthless for the purpose of protecting the people against discriminations. Counselman secured a rebate on corn which he was shipping into Chicago from western states, that gave him practical control of the market. Being summoned to appear before the commission to give evidence against the roads which had given him the rebates, Counselman refused to testify on the ground that he was a stockholder in the roads interested, and, therefore, his evidence might tend to criminate himself. The court sustained him in this plea, and thus it happens that discriminations may be practiced with impunity by merely taking the precaution to turn over to a favored shipper a few shares of railroad stock. Private parties, too, who are largely interested in railroads, are also largely interested in other businesses tributary to the railroads or dependent upon them. It is perfectly natural that the railroads should be run in the interests of these parties who are thus both owners and users of railroads; and wherever their private interest is opposed to the public interest the public interest must suffer. It is this mixing up of diverse interests that forms the backbone of the coal combine, and kindred organizations that prey upon the necessities of the people.

Government control, as attempted through the in-

ter-state commerce commission, is useless, because it is an illogical solution. Control, to be effective, must be accompanied by ownership; when the owners of the railroads are compelled to permit them to be controlled by the public agents, in the interests of the public and in opposition to their own interests, their ownership is a mere fiction. Effective control is the essence of ownership; when control is not effective ownership ceases; the owner of property who is denied the privilege of controlling his own property is, for all practical purposes, no longer an owner. Thus, by the very nature of ownership, when the government assumes the right to control railroad property it denies the right of private parties to own such property, and to carry the assumption of control to its legitimate conclusion the government must assume also the ownership of railroads. The logic of the situation is just this: If the operation of railroads is a private business to be carried on for private gain, the government has no right to interfere in the matter at all, and the attempt at government control is a manifest impertinence; an unwarranted interference with private rights entirely outside the legitimate sphere of government. If, on the other hand, the operation of railroads is a public business to be carried on for public purposes, and this is unquestionably the correct view, then private parties have no business to be running them; they are as much out of their legitimate sphere in the one case as the government would be in the other. If history teaches any one thing with certainty, that thing is that governmental functions cannot be safely delegated to private parties. One of the principal sources of the corruption, and oppression of the people, that marks the history of the decline of the Roman Empire, was the farming of the revenue, or the conferring of governmental powers of taxation on private persons or companies of persons. This method of collecting revenue through private agents who are actuated by their own selfish interests alone has produced such terrible evils wherever it has been tried that it is now almost universally condemned. Yet, we note survivals of the pernicious principle in our own country, or, rather, particular developments of analogous principles.

Our protective system is in essence nothing more than the conferring on private parties the power to tax the public for private gain; and the power of taxation which is conferred on the railroads is particularly to be condemned, because they tax the public for carrying on an essentially public business and the whole of the revenue goes into private pockets. It is this

illogical attitude of the government that renders its attempts at effective control so ludicrously inefficient. The public wants the best possible service at the minimum of cost. The owners of the railroads want the largest dividends possible for the minimum service and outlay. The public appoints a commission to secure the one, the owners of the railroads appoint managers to secure the other. Evidently there is antagonism and conflict of interests from the start. The managers are appointed and paid by the owners, and it is certain that they are going to manage the railroads in the interests of the owners, who pay them their salaries. They would be fools if they attempted to do otherwise. Then the government attempts to exercise such control over these managers as to compel them to manage the properties directly contrary to their own interests and the interests of those from whom they receive their salaries. Contempt and evasion of government control is sure to follow; the government attempts to enforce its authority and useless litigation is the result; the cost of such litigation, as well as the expenses of maintaining the useless commission for enforcing the principle of government control, is so much further expense that the public has to pay on account of the railroads. We have the result, then, that the public must pay the big salaries of the railway managers, the cost of maintaining the commission to watch the managers, the expense of the litigation necessary to enforce the law, the added cost of operation brought about by successful evasion of the law, together with the lawful profits of the railway business.

Since the public must furnish all the revenue for the operation of the railroads, the public is interested that they shall be operated as economically as possible. Economy calls for public ownership. In the *Arena* for February, 1893, Mr. C. Wood Davis, a man who is thoroughly well qualified to speak on such matters, calculates the economies of public ownership at \$310,000,000 a year. This allows for a sinking fund of \$50,000,000 yearly; and since then Mr. Davis has made further calculations which add fifty millions to his former estimate, bringing the total immediate saving of public ownership up to \$360,000,000 yearly. Mr. Cator, another reliable investigator of the railway problem, calculates that the government could borrow the money, pay cash for the roads—at their *actual* value—pay 2 per cent interest on the loan, and at once save \$520,000,000 out of the \$1,000,000,000 yearly paid to the railroads. The economies on which such estimates are based are plain and tan-

gible—such as the abolition of the numerous expensive administrative officers with their costly staffs which would come about by the consolidation of the railway business under a single management, the numerous traffic associations, the army of commercial agents and lawyers, the many fast freight lines, competing depots and costly uptown offices, the immense sums expended for advertising, etc.,—but there are other economies, not directly reducible to a money basis, which the public would enjoy, and which are of immense importance in any estimate of the public welfare. These are economy in time, resulting from simple uniform tariffs and a better dispatch of business, better service from better treated and better paid employes, greater safety from uniform equipment and the latest improved signaling and operating devices, fewer wrecks with their consequent losses of life and property, absence of the indirect losses occasioned by strikes and lockouts, etc. Public ownership would put an end to gambling in railway stocks, one of the most corrupting influences in the nation. About six-tenths of all the stock exchange gambling in the country is done with railway stocks; and President Stickney says that private railway companies and stock exchanges "constitute the most perfect machinery for the purpose of legalized robbery that the human intellect is capable of devising."

We might go on enumerating, almost indefinitely, the many advantages of public ownership from the standpoint of the public at large, but the benefits of public ownership from the standpoint of the employes is the point to be dwelt upon now. Government ownership would increase wages and shorten the hours of labor. It would also bring about security of wages; in the sense that employes would be relieved from the fear of having their wages cut down on every occasion of a decrease in the volume of business. The government pays better wages than any private corporation, and government employes are required to work but eight hours a day. Mail carriers get from \$600 to \$1,000 a year, according to length of service, and they work but eight hours a day. Brakemen and conductors, all employes in the train service, frequently work sixteen hours a day; and the great majority of employes in train service do not average more than \$500 a year. In fact the average pay of railway employes is considerably less than \$500 a year, including all the highly paid officers in the estimate; large classes of them make less than \$300 a year. The present depression in business has thrown thousands of employes out of a job thus cutting off their wages entirely, while others

have had their wages reduced to such a point that it is a hard matter for them to live; and on account of reductions in the force one man is often compelled to do the work of two or three. But here we may note that the law of supply and demand which is supposed to govern wages with an iron hand is totally inoperative with respect to government employees. They pursue the even tenor of their ways undisturbed by the prevailing business depression. Their wages are not reduced; their hours of labor are not increased; none of them are discharged on account of the depression, notwithstanding that there are countless numbers of unemployed who would be only too glad to enter the government service at less wages than is being paid to present employees. All this because government business is run for the public benefit, and not for private profit. The post-office is not run with a view of profit to the government, but with a view to furnish the public with the best possible service at the least cost. There is, in fact, always a balance on the wrong side of the ledger in the post office department. That is to say, the cost of running the business exceeds the revenue received from it. And it may be well to remark that the deficiency in postal revenues is at present wholly due to the large sums paid the railroads for carrying the mails; and it would disappear entirely if the government owned the railroads. The government pays to the railroads nearly \$25,000,000 annually for transporting the mails, or more than is paid to the railroads by all the express companies combined.

The immediate effect of government ownership on railway employes, then, would be to increase their wages, lessen their hours of labor, and afford them greater security for their wages. The government has no watered stock that demands interest payments; it does not seek to make dividends at the expense of wages. The government's attitude with respect to wages is set forth by Judge Caldwell, in the following sentence, which railway employes ought to learn by heart: "The wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock and no interest paid on the bonds. It is a part of the public history of the country, of which the court will take judicial notice, that for the first \$36,000,000 of stock issued this company received less than two cents on the dollar, and the profit of construction, represented by outstanding bonds, was \$43,929,328.34." The employes would gain in the factor of safety. Under private ownership of railroads, the percentage of

employees killed and injured from purely avoidable causes steadily increases. Improvements tending to render railway operation as safe as possible to employes are neglected because they would tend to reduce profits, and they are only undertaken when the clamor of the public becomes so loud that railway owners dare no longer neglect them, and then only in a half-hearted and perfunctory manner. Public ownership would change all that. Improvements would then be the order of the day, and railway operation would be speedily rendered as safe an employment as human ingenuity could make it. This, because it would be to the public interest to have it so, and the matter of railway dividends would not stand in the way of the desired result.

Government ownership would relieve employes from the necessity of keeping up expensive organizations for the purpose of protecting their wages and making contracts, often unsatisfactory, with their employers. When government employes have a grievance it goes before the proper committee in congress, and it forthwith becomes public business. There is no striking to enforce the demands, no lordly general manager or third vice president to treat the grievance committee with contempt, nor does any member of the grievance committee need to fear the loss of his job for making himself conspicuously active in presenting the grievance to the country. The purpose of the present organizations, outside of their purely fraternal and insurance features, which may be regarded as side issues, is to secure just and reasonable conditions of employment for their members—fair wages, reasonable hours, and the highest degree of safety consistent with the nature of the railway business. There is no way in which these objects may be attained with greater ease and certainty than by placing the railroads in the hands of the government; and the several railway organizations can do their members no better service, consistent with their avowed ends, than by agitating the question, and throwing their strength on the side of that large section of the public that demands public ownership of the railways. Every demand of organized railway labor might thus be realized, quietly, peacefully, without costly strikes, without bloodshed and enmity, and without any fear of loss of employment for those who are active in the cause of labor.

It is sometimes urged that government ownership would breed favoritism in the service, that men would be appointed to important railway positions solely as a reward for political service to one or the other dominant parties, and not for their knowledge of the railway business.

Can any person imagine a possible state of political favoritism in connection with the railroads that would be worse than the favoritism that now exists under private ownership? To secure an important and high salaried railway position it is now sufficient to marry the niece or daughter of a mighty railway president, or be the son or nephew of one of the principal stockholders or managing directors; actual knowledge of the requirements of railway operation counts for very little. The dukes and nincompoops who are born in the purple get the high salaried positions, while their subordinates do the work connected with them. There is no good reason to suppose that favoritism in the service would be increased by government ownership; in fact, there is good reason to suppose that it would be enormously decreased. When the railroads are run in the interests of the public, those responsible for their operation, being under the public eye, will not dare to jeopardize their positions by entrusting the functions of operations to incompetents. The public demands competency in its employes, above all things, in such matters as touch the daily life of the people as closely as does the railway business; and the public will secure competency in preference to any other attribute in its employes. The inefficiency which we commonly attribute to governmental arrangement is mostly in those departments which do not come directly under the public eye, in connection with functions that very little concern public convenience and safety. Whether our warships are well or poorly built is a matter which concerns very little the comfort and convenience of the people. Such matters are that the people are not interested in closely, and they are content to let them go with such knowledge of their operation as they glean from the newspapers. But let the mails go astray, let the postman fail in properly performing his duties, and there is at once an outcry from the public that makes itself felt. No incompetency is tolerated there, and no sort of favoritism is able to permanently protect incompetency. The post-office department is a model of efficiency that many private businesses might well pattern after, because it comes close to the every day life of the people, and so it could not fail to be with the railroads. The really competent men would then be in demand, because they would be able to give the public efficient and satisfactory service.

Again, we are told that government ownership will lead to political corruption. If it is possible for the railroads to become more of a corrupting influence in politics than they are at present, God help this poor country! It is a matter of common notoriety that the railroads now own

many of our state legislatures body and soul. Practical politicians all over the United States recognize the utter hopelessness of contending with the railway power. No prudent man will run for office in any of our states if he has good reason to believe that the railway power is against him. The elder Vanderbilt boasted openly that he spent \$60,000 in a short time at Albany to secure favorable railway legislation, and that he secured it. It is openly asserted, and not denied, that the Pennsylvania railroad carries the legislature of Pennsylvania in its vest pocket. Every one knows that the Pacific railways control the destinies of the great state of California with an iron hand. Hon. Thomas V. Cator estimates that \$30,000,000 are yearly spent by the railways in corrupting legislation. In a speech in the United States senate, Senator Beck said: "It is impossible to have an honest legislature, state or federal, so long as representatives are sent who owe their election to or are personally interested in great moneyed corporations or monopolies. No matter whether they call themselves democrats or republicans, they are not the representatives of the people; they are simply the agents or attorneys of those who seek their own aggrandizement by taxing the masses." And he was right.

But the political despotism that men fear from government ownership of the railroads is of a different nature: it is that the patronage of the party in power would be so immensely increased as to enable it to perpetuate its rule regardless of the people's wishes. In Australia there is no complaints of abuse of political patronage on account of government ownership. There the tenure of office of employes is placed under control of a non-partisan board containing representatives of all the leading political parties, and the same plan could be adopted here. Moreover, we have all the machinery in existence that is competent to overcome any evils of that character, in our civil service law; all that is needed is to perfect it and more thoroughly apply it. If the civil service were entirely separated from politics and placed on a business basis, the patronage capable of abuse by any political party would be reduced to nothing. The public ownership of railroads will in itself be a powerful influence for reforming the civil service and placing it on a non-partisan basis. There is no way to compel the best men to give proper attention to civil service reform so surely as to place vast business interests under governmental ownership, and the power of the vast army of railway employes would then be enlisted on the side of the reform, because their interests would be directly affected. Whatever reform that has yet been accomplished

in the civil service has been brought about by the necessity for efficient administration of the postal service, and when the vast railroad service was added to the duties of the government such an impetus would be given to civil service reform as to make it an accomplished fact. Railroad employes would not consent to place their positions in jeopardy to the whims of any political party; they would demand security of employment during good behavior; and they would get it through effective civil service regulations. There is no measure which would so directly tend to reform the civil service as would the public ownership of

the railways. When the railroads are owned by the government, employes will be sure of good wages, short hours, safety for their lives as far as the nature of their occupation will permit safety, and they will be sure that as long as they properly perform their duties to the public no private individual will be invested with power sufficient to deprive them of their situations and send them tramping over the country in search of a job. They may also be sure that they will not be subjected to the necessity of submitting to arbitrary reductions in their wages to maintain dividends on watered stock upon every decrease in the volume of railway business.

CAPITAL AND INTEREST.

BY W. H. STUART.

Dr. Bohm Bawerk, in his scholarly work, "Capital and Interest," defines "capital" as the part of wealth devoted to productive purposes, from which the owner expects to derive an income "without risk and personal exertion." This income or return for the use of capital is termed "interest," and Bohm-Bawerk posits the problem which he discusses as "that of interest proper obtainable by the owner of capital without risk and without personal effort," or, as he again terms it: "The phenomenon of an income flowing constantly from all kinds of capital without personal exertion of the owner." He cites as a familiar example of how "interest proper" is extracted, the Limited Liability Company, where the part taken by the shareholders consists in furnishing the capital and receiving the dividends. The balance sheet of such a company will show an insurance and depreciation fund, and an equalization fund, to distribute losses that may occur, over a series of years. Not until those various funds—including the salary and current expense fund—are provided for, will dividends, i. e., interest, emerge.

It must be carefully noted that "interest," which, in the shape of "dividends," the shareholders receive, is something entirely separate and distinct from the original capital, and is not accounted for by insurance against risks, or wages of superintendence, but is a return to capital "without personal exertion." This is interest proper, or surplus-value. Interest for the use of money is a secondary and derivative form, and is designated by economists as "loan" or "contract" interest. Not until interest proper, or surplus value has been extracted from labor, can loan, interest or rent of land be paid. In other words, surplus value represents all wealth over and above

the cost of subsistence of the actual producer or wealth. This cost of subsistence is termed "wages." Therefore, rent, interest and profits represent mere robbery of labor, a tribute that the owners of land and capital are enabled to levy by virtue of possession.

In regard to the justness of interest, political economists are divided. On the one hand are the orthodox *bourgeois* economists, who defend interest as the "wages" of capital. The capitalist, or owner of wealth, devotes part of his wealth to productive purposes, and interest is the reward of his "abstinence." But, admitting that the owner of the wealth was also its original producer, a very rare case, that does not justify interest for its use for eternity. If the small boy "abstains" from eating his cake to-day, he will have the pleasure of eating it to-morrow, he does not expect to see his cake grow into two as the result of his "abstinence." This, however, is what the capitalist expects as the reward of his "abstinence." For instance, an employer "abstains" from paying his employes anything above starvation wages, charges extortionate rates for the product of his enterprise, which enables him to "water" the stock of his company, and thereby accumulates forty or fifty millions as the reward of his "abstinence." Now, it is quite apparent that one man never earned this immense sum of money. It represents the robbery of his employes, and public extortion for the use of his property. But suppose he had earned every cent of it by his own personal labor, why should his descendants be enabled to live for the next thousand or ten thousand years without any further "personal exertion?" Why should a hundred succeeding generations be robbed of the major portion of what they produce for the purpose of maintaining

in idleness a useless class of parasites? Labor and capital should be friends, we are told; that the interests of labor and capital are identical; that capital is an indispensable aid in production. This is all true. Capital is a valuable auxiliary in production, but it is not at all necessary that this capital should be in the possession of a small and unnecessary body of *capitalists*, it should rather remain in the possession of the workers who originally produced it, by which means they will be enabled to "abstain" from supporting an idle class for eternity. This is what socialism proposes to do. It proposes to substitute a system of public capital for private capital; a system of fraternal co-operation, for our present system of private capital, brutal competition and consequent wage-slavery. Capital, we are informed by Mr. George, is "wealth used in the production of more wealth." This definition is not only insufficient, it is also misleading. All capital is wealth, but all wealth is not capital. The term, "capital," implies a social relation. Wealth is not capital only when the wealth so used is for the purpose of "producing an income without personal exertion." For instance, a house occupied by the owner is wealth, but is not capital, but, when used or rented for the purpose of deriving an income or profit, it is then capital. A machine used for increasing the product of the worker is wealth, but not capital; when used, however, for the purpose of extracting surplus-value, i. e., for deriving an income without personal exertion, from the labors of others, it is capital. A plow in the hands of the farmer doing his own work is not capital, but in the hands of his hired laborer, for the purpose of producing the owner a profit, is transmitted into capital. Therefore, capital everywhere represents merely accumulated unpaid labor. It represents, as before stated, the product of labor over and above the cost of subsistence and reproduction of the actual producer.

The terms, "capital" and "capitalist," pertain exclusively to the capitalistic system of production. This system presupposes commodities produced, not for the personal use of the producer, but for exchange. Under the feudal system there was no room for the capitalist, production was for personal use, only the surplus was exchanged, and then usually directly with the producer of other commodities. There was no way in which capital could be invested for the purpose of producing its owner "an income without personal exertion." It will be seen, therefore, that the capitalist, as such, no more produces capital than the landowner produces the land, both interest on capital, and rent of land represent an income de-

rived without personal exertion, and an income derived without personal exertions, i. e., for which the beneficiary gives no equivalent in return, is robbery. Therefore, socialists denounce all interest, rent and profits as robbery of labor pure and simple. A singular example of the limitation of the single tax intellect is the clearness with which they discern the injustice of rent of land, as the mere robbery of labor, the taking of something without giving an equivalent in exchange, while they are entirely oblivious to the equally patent fact that interest on capital is condemned on the very same ground. True, some single taxers, like Dr. McGlynn, denounce "interest," and Hamlin Garland, in a recent *Arena* article, speaks of interest as merely "rent in another form." But it is evident that by "interest" they both mean return for the use of money, i. e., loan or contract interest, which is, as I have before stated, only a secondary and derivative form of interest, which might be abolished without affecting interest proper.

Natural interest or surplus-value is, therefore, the excess that accrues to capital beyond its replacement and the market price of labor. Adam Smith, the father of modern political economy first definitely stated that labor was the source of all value, and the only producer of wealth. This theory of value was more firmly established by Ricardo. Upon this base succeeding economists, Sismondi, Rodbertus, Lasalle, Marx, Engels, J. S. Mills, Proudhon, and others, have developed the exploitation theory of interest. The starting point of this theory is, that wealth, economically considered, is the product of labor alone. The laborers, therefore, have a just claim to the whole product or its value. But, under our capitalist system of production, the laborer only receives a part of the product as "wages," the remainder going as rent of land and interest on capital. Rent and interest owe their existence to the fact that, under our minute subdivision of labor, labor is enabled to produce a surplus; that the indispensable condition to labor—land and capital—are now private property, which enables its owners to buy labor as a commodity. Under such conditions, competition among workers for "work" will inevitably force labor down to the subsistence point. Therefore, the cost of the production of wealth is merely the cost of the subsistence of the laborer, according to the standard of living of the time and country.

Thus all rent, whether of land or capital, is the result of the private ownership of the means and instruments of production, and represents accumulated unpaid labor which, under the 'free

law of wages," increases with the productivity of labor.

J. S. Mills stated, in his *Political Economy*, that all the inventions of labor-saving machinery had not lightened the toil of any human being. He, of course, meant of anyone who produces his own subsistence, for, as Marx points out, machinery has no doubt added to the number of well-to-do idlers, parasites and drones who subsist on the labors of others.

To abolish this system of exploitation, we must change the conditions that make it inevitable. There is only one solution to the problem, we must abolish private ownership of the means of production—land and capital, and substitute therefor collective ownership. In a word, we must nationalize all industry, adopt a system of fraternal co-operation; an industrial system that will be in the interest of all the people. In short, the co operative commonwealth.

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In a previous number of THE CONDUCTOR Mr. Borland cited the improved condition of New Zealand as an evidence of the success of the single tax. His confreres everywhere chant in the same strain. It is the stock argument of every single tax writer and speaker. It is the trump card of Louis F. Post, in his lectures throughout the country. And yet, only by the most brazen effrontery and unlimited gall can the reforms instituted recently in New Zealand and its improved economic condition be claimed as the result of the partial adoption of the single tax.

Let the reader remember that the single tax theory is, that all revenue should be derived from a tax on land values, that every user of land, large or small, should pay to the community as rent its economic value, that all taxes on personal property or incomes, or on anything, in fact, except land, is robbery of labor. Now, what are the economic reforms that have been instituted in New Zealand? Instead of a single tax, New Zealand has five general and a variety of local taxes. All land property under \$2,500 is exempt from state taxation entirely, and as a result, in 1891 only 12,557, out of a total of 91,501 land owners, paid any land tax, i. e., only one land owner out of eight paid a land tax. Would it not be more logical to claim that the prosperity of the colony is due to the fact that seven-eighths of the land owners have been totally exempt from all land taxes? There is also an absentee land tax. This is anti single tax, as single taxers claim there should be no limit placed on the amount of land any one person controlled, provided he paid the economic rent thereon. Yet the absentee tax is especially directed against the holders of idle

land. There is also a tax on incomes in excess of \$1,500 per annum. This, from the single tax standpoint, is robbery of labor, and much more than offsets the advantage of taxing one-eighth of the land owners. The taxation of the unearned increment of land exclusively, is a single tax measure. The taxation of the unearned increment of land and capital is directly in the line of socialism, and was advocated in the celebrated "manifesto" of Karl Marx and F. Engels, issued in 1848, thirty years before "Progress and Poverty" appeared. There is also a graduated land tax; this also is anti single tax. No wonder the land laws are so popular in the colony when seven-eighths of the land owners are exempt. Yet, Mr. Connolly is careful to say: "But I question the wisdom of such a step (introducing the single tax), as I believe, from my knowledge of the country farmers, they would resist to the bitter end—if, indeed, they did not rise in open revolt—for they look upon the single tax with horror and regard its introduction as little less than spoilation." And he adds: "Strange to say * * * I have not yet met a farmer in this country—and I have taken some pains to ascertain their views on the subject—who is a believer in the single tax theory."

Among other reforms is an act making the promoters and directors who issue a false prospectus for any firm or corporation, directly responsible to the shareholders for any loss sustained. This measure has effectually stopped the formation of bogus and worthless institutions which had hitherto flourished at the expense of the people.

An employer's liability act affords the most complete protection to workmen, both as to wages and as to responsibility by employers in regard to injury to workmen. There are also very strict regulations under the factories act, limiting hours of labor of women and children, entirely prohibiting work in factories by persons under 16 years of age, and not even then if the person is physically unfit. There are five annual compulsory holidays, and every Saturday afternoon from 1 o'clock, with full pay.

There is a government life insurance department, and also government savings bank, which yields a handsome yearly profit, and which, added to the revenue derived from the government railroads, telephone and telegraph lines, goes far towards finishing the state revenue.

The public works are conducted on the co-operative principle. When a railroad or highway of any kind is to be constructed, a government engineer makes a survey and estimates the cost. Upon the basis of this estimate the work is given, in small sections, to groups of men, who

each receive an equal portion of the money earned. This is decidedly socialistic, as it alienates the capitalistic contractor, by which means the men are enabled to pocket, in increased wages, the profits that formerly went to the contractor under the competitive system. Mr. Connolly says: "The co-operative system has given great satisfaction, and has, to a large extent, solved the problem of the unemployed in the colony."

There is also a government labor bureau, where free information is furnished all applicants for labor or for laborers, and free transportation, if necessary.

Mr. Connolly says: "Notwithstanding the decidedly paternal and, in many respects, socialistic tendency of legislation in New Zealand, some of

which is naturally repugnant to those who, like myself, have not been accustomed to 'state socialism,' yet the fact remains that it all appears to blend harmoniously with the sentiments and requirements of the people. It is the best evidence that can be adduced upon a closer acquaintance with its practical working here in New Zealand that it is not the 'bogy' it is generally believed to be."

In view of those various reforms, all of a socialistic tendency, only one of which can, by any stretch of the imagination, be claimed as in the line of the single tax theory. I ask the candid reader if it is not the most brazen effrontery for single taxers to take credit for the improved condition of New Zealand as due to the adoption, or partial adoption, of the single tax?

AN INTEREST-ING STORY.

BY R. M. WEBSTER.

Written for THE RAILWAY CONDUCTOR.

"Well, Jim; I have had enough of the road. I have been on the rails, boy and man, for twenty years. I am pretty near forty now. I have lived in a rented house ever since I was married, some fifteen years ago, and have moved about fifteen times, I reckon. I have made up my mind to buy a small fruit farm in the nicest place in California, and settle down."

Thus spake Andrew Jackson Floyd, the genial and popular conductor, to his friend, James Blythe, who ran the engine that pulled Floyd's train.

"Andy," remarked Jim, "have you saved money enough to buy a farm?"

"I believe I have, Jim; though I confess to you, I never should have saved enough if it had not been for Julia, who is one of the best women God ever made. You see, right away after we were married, she said to me, 'Andy, you are getting seventy-five dollars a month; now we must live on forty-five of that, and save thirty.' And, sure enough, when pay day came, she asked for the thirty dollars every time, and put it in some bank. And if the forty-five dollars ran short I would say, 'you have some in the bank;' she would reply, 'that is our home, Andy; you would not eat up or wear out our home.' And she would just make the forty-five dollars last. I used to smoke then, and when I saw her going without things that I knew she wanted, and remembered that I was spending money for tobacco or cigars every week, I felt mean, and I gave that up. I let on I was just smoking as

usual. I'd have the old pipe around, or the stub of an old cigar, and she thought I was buying the stuff. But I calculated that it had cost me about five dollars a month for cigars and tobacco. So having saved it for two months, I gave her a ten dollar bill one day, and said, 'there, Julia, there's ten dollars worth of our home which I haven't burned up this two months. I have quit tobacco, sure! You ought to have seen her, Jim. I tell you that one minute was worth more to me than all the pleasure I had ever seen in smoke.'

And after a bit she said, 'Did it cost you five dollars a month, Andy, for smoking?' I acknowledged the fact. Then she said, 'So now we have five dollars a month more for our home.' O, pshaw, said I, you use that to get what you like for yourself. 'All right, she said, so I will; and there's nothing I'd like so much as a home of our own. We shall save thirty-five dollars a month now, instead of thirty.' And that's what we did."

'Good for her!' replied Jim. "I suppose you have—let me see, \$35 a month for fifteen years. that is \$420 a year, ten times that is \$4,200 and five times that is \$2,100, all told, \$6,300. Andy, you don't mean to say you have all that in the bank?"

"No, not quite. You see we have the kids. And when they came there was a little extra cost. You know you can't have a real good thing without its costing somebody something. And when an extra \$10 would go Julia would say 'there goes part of the home'—a front door probably, or

a window. And when our Tom had the measles and Jule was scared and we had the doctor, and several extras, we did not save anything that month, she said, 'there, that has taken a carpet off the parlor floor.' But we have over \$5,000."

"Have you kept it in the bank all the time?"

"Not in one bank. Julia is too smart for that. She has it in half a dozen. Yes, we lost \$300 by one bank. But we have enough loaned, at 6 per cent, to more than make that good. Interest is a wonderful thing."

"Yes, it is easier than working yourself. It is the finest plan that was ever invented for making other people work for you. If I now had put all the money at interest, that I have paid on our house and lot, instead of going in debt for the place and paying interest all the time, I should have had enough by this time to have bought a much better place and to have paid cash down. As it is, I still owe \$500 and the interest on it is \$40 besides. And it is not worth \$5,000 by a good deal. So you have beat me, Andy, and I have had the biggest wages too, never less than \$100 since you and I ran together. But they do say that we are in the growing part of town, and, may be, our place will be worth more than your pile some day. Then I have never saved on smoke like you have. And \$60 a year for fifteen years would more than pay my debt, wouldn't it? By George, it would pay it and buy a carriage for the family and a piano for Lucy. I guess I am a selfish cuss. I have been all-fired saving, too."

A year later Julia and Andy are sitting on the porch on a lonely evening. "Well, Andy, here we all are in our own home. It seems too good to be true. And it is just a perfect poem isn't it? Just think of it; ten acres, a most convenient and charming little house, a perfect gem of a lawn and a flower garden, a variety of fruit for our own use, a comfortable place for the two horses and the cow and the hens, and 1,000 orange trees, growing better every year, and yielding a good income now. And we are close to as beautiful a little city as can be found, in the best climate on earth, with good school, church, and all the other good things at hand. It was worth saving for, all these years, wasn't it, Andy? And you are at home now, all the time."

"Isn't it a dream?" asked Andy. "I can hardly believe it to be reality. But there is one fact that makes it real, we have not paid for it yet."

"Oh! but of course we can," said Julia.

"Never fear. Everyone says it is cheap at \$10,000. We have only \$5,000 to pay, and five years to pay it in, and the interest at 8 per cent is only \$400. And by the time we have it paid

for it will be worth \$20,000. Everybody says the trees are not half what they should be."

* * * * *

Three years later, James Blythe, having a lay off and a pass, goes to California and visits his old friends. He does not tell them he is coming. He means to surprise them. He drops in upon them just as Andy is putting out the team after a day's cultivating, and Julia is bringing in some fresh oranges for the table.

"Why, Jim! you dear old fellow; I am dreadfully glad to see you. And it will just make Andy young again."

"Why! he hasn't been getting old out here in California, has he? I declare this is the finest country in the world. And believe yours is the finest town in the state. And, it seems to me, yours is about the finest place in the town, for a real home. You ought to renew your youth, like the eagles. Though I must say that you—but here comes Andy."

"Why, Jim Blythe! I'd rather see you than George Washington. And you are looking exactly like yourself, I tell you, you are more than welcome."

"And I am more than glad to be welcomed in this fashion. But you are raising some grey hairs as well as oranges."

And Julia said, "I know what you were going to say to me, Jim. You were going to say that I looked older. I am older you know. And, besides, not everything that looks well is pure gold."

"No, but an orange is an orange, a nice home is a nice home, bright skies are bright and balmy breezes are balmy and sweet and fragrant flowers are sweet and fragrant. I can't be deceived, surely, in these things. And you ought to stay young in such a country as this?"

"Perhaps we might, for a good while," said Andy, "if it were not for debts and interest, and scale bugs, and weeds, and frosts, and high winds, and bad markets, and the devil to reckon with generally."

"Why, Andy! How you talk! I thought you were in paradise here. I was in hopes of getting a small chunk of it too."

"The truth is, Jim—stranger than fiction—that one may be in paradise and in hell, too, at the same time—right here."

"You don't mean that Julia has gone back on you?"

"Julia? Not much! She is the chief part of the paradise. She and the children are the angels. As for the place, you can see that we can have all the paradise that men are willing to work for."

"Then, what's the matter?"

"Now," said Julia, "you shall not talk about our trouble till after supper. We have plenty to eat yet, and we are going to enjoy it."

Julia was as good as her word. She held them during the meal to pleasant memories of old times and to talk of the good and lovely things about them. But after supper was done, and they were all ready for it, Julia said: "Now, Andy, tell Jim our story."

"You tell it, Jule," said her husband; "you don't get so blue over it as I do."

"Well," she began, "the year before we bought this place it yielded 2,000 boxes of oranges, an average of two boxes to each of the thousand trees. They sold for \$1.50 a box, or \$3,000 for the crop. The entire expense for the year was put at \$1,000. So there was a clear income of \$2,000. That, you know, is equal to ten per cent on \$20,000. So, when it was offered us for \$10,000, we felt it would be a perfectly safe thing to buy it and go in debt for \$5,000. The owner was willing to take a mortgage at 8 per cent for five years, we to pay \$1,000 a year, and all accrued interest."

"I don't see anything the matter with that," said Jim. "That surely looked easy, safe and certain."

"Well," continued Julia, let me give you the items for three years from our book. I have it here to a cent. But I must tell you that we have to contend with several pests—called scale bugs. There is the black scale and the red scale and the San Jose scale and the Cottony Cushion scale. A lady bug has been imported from Australia that has destroyed for us the cottony scale. But we have to kill the others by spraying the trees thoroughly with chemicals, or by putting a tent over the tree and creating a poisonous gas inside of it, by means of sulphuric acid and cyanide of potassium. Then, once in two or three years we have a high wind that blows the fruit all off. Then, after the trees are well grown and begin to bear well we have to feed the soil with proper fertilizers in order to have nice fruit and plenty of it. And still, if the market were always as good as it was the year before we bought, we should do very well. But here are the facts. First, for '90 and '91 the total expense (never mind the items) was \$875, not counting Andy's work. There was irrigating, fighting scale bugs, expense of team, taxes, repairs, some tools, housekeeping, clothing, medicine, and \$400 in interest.

The total income was only \$700. A most uncommon wind had taken off the better part of

the crop and injured the rest. We had to borrow money to pay up the interest.

The next year, the expenses—Andy had to buy \$200 worth of fertilizer—were \$1105. And we had 3,500 boxes of oranges and only got \$873 for them. We were short again \$300 on the interest. We couldn't borrow and had to get it compounded.

But more remains; last year we had a frost, the like of which had never been seen here, that damaged the crop so that most of it was unsaleable and we ran behind nearly \$800. We owe now, after three years of hard work, and hope deferred that makes Andy's heart sick, a thousand dollars more than we did. Instead of getting out of debt in three years we are much deeper in, and we can just feel the interest draw night and day."

"But how was it," asked Jim, "that you got so little for your great crop a year ago?"

"There were more oranges than could be sold for a good price, and the buyers offered so little that we shipped them ourselves and they were sold on commission. And the freight, commissioners, and other expenses ate up everything."

"But," said Julia, we may have 4,000 boxes next year and sell them for \$1.50 a box."

"And we may," said Andy, "lose the place entirely and all our savings."

"And that fear," said Jim, "is what makes it possible, while living in paradise, to have quite a taste of the other place."

"Exactly; you see," said Julia, "that we shall never say die; that we shall never lose the good of what we have by grieving over what we have not."

"Say you never will, Jule," suggested Andy; "as for me, I am a poor stick."

"No; you are not. You are such a man that if all men were like you, there would be hardly any trouble in the world. You see, Jim, it's the interest on the mortgage. It makes that bit of paper worse than a mustard plaster over half of Andy's body. He can just feel the thing burn and pull. It never stops one minute."

"It does seem pretty tough," said Jim. "But really I have been thinking that to feel interest draw night and day was quite a pleasant sensation. Only it makes a difference whether it draws money to you or away from you."

"That's it, Jim," said Julia; and I have concluded that interest means getting something for nothing, and that it is a bad thing. It will certainly eat up our savings and turn us out of our home in time unless we have a turn of fortune."

"Well, you are about to have a turn of fortune. Now let me tell you. My place was in a

growing part of the town. Two years ago it fairly boomed. My place had cost me about \$4,000. We had kept it well and it looked first rate. And when property went up so tremendously, and our place was wanted by a dozen different people, and one offered me \$9,000 for it—all cash—I said to wife, 'see here, Rosie; let us sell and go out to Andy and Jule.' She was more than willing. Now, look! I want to wait a few months before I settle down, and I want you to take \$6,000 and pay off your mortgage and stop the interest, and give me a note *without* interest for one year, until we see if your 4,000 boxes at \$1.50 a box come true."

"Jim; you are an angel," cried Julia.

"Of course I am," said the engineer. "Didn't you and I and Rosie sing 'I want to be an angel,' when we went to Sunday School? I see that *you* have got there; and Rosie's been an angel for a long while. It is time I was arriving."

As for Andy, he stood up and held out his hand

to his old friend, but could say nothing. There seemed to be a lump in his throat.

Seeing this, the tears came fast into Julia's eyes, but she gathered herself up and said: "Jim; I am glad now that our crops and markets failed. Had they been up to our hopes we should indeed have had plenty of money, but we should be poor, indeed, compared with the riches we now have in the conscious possession of such friendship as yours."

"And Rosie and I," said Jim, "will be a thousand times happier in helping you so to feel than we could be in gathering interest by the car load."

A year later, Jim has bought a place for \$3,000, which, owing to the depression in prices, is very nearly equal in all respects to Andy's. The last year, though not up to Julia's "may be," was a very good one. They are all near together and out of debt. And although Andy offers, Jim declares he will have no interest while the world stands.

OUR NEW YORK LETTER.

News of all other kinds has been completely overshadowed by the great news of the day—the railroad strike—which, before these lines can appear in print, will probably have been a thing of the past, if indeed it is not in reality over and done with already; and so completely has this news engrossed all interest that there would be little left to say in this column were this one subject left out—as it might perhaps well be, on the reasonable supposition that it will be so much better dealt with in other departments of the paper. For the writer of these lines, too, it is a peculiarly difficult subject to treat from any broad standpoint, because in New York occupations are so specialized that the experience of each of us is limited in a very great degree to our own particular environment; and the writer's environment is that of the down town commercial class, who can hardly be expected to discuss very intelligently an event of this sort.

It is somewhat disheartening, indeed, to see the blind prejudice with which these people approach the questions involved. They are never in the van, it is true, in matters relating to public affairs, and their ideas as to politics, for instance, are for the most part wholly innocent of the principles involved in political contests, and wholly limited to the personal character of candidates, the rule of action which nearly all prefer, and the most liberal practice, being to "vote for the best man," except in the few instances

where what is proudly maintained as a sturdy allegiance to party leads them to rally around a particular ticket, for no special reason except that in some way they happen to have allied themselves with the party which it represents. But there surely has been enough in the way of education through the labor troubles which have been steadily growing so much more numerous and so much more severe, during the past twenty years to have set them to thinking of the causes which produce them; and of this, unfortunately, there is little or no indication. There is to-day the same instinctive readiness among them that was apparent in 1877, to bitterly oppose the strikers, not at all on the merits of the case, but simply on lines of sympathy with the employers. There is the same disposition to magnify the feature of disorder and lawlessness which unhappily accompanies most strikes, and to clamor for the exercise of authority to put down not only disorder, but to break the strike as well. Whether it is the employes of the Pennsylvania Railroad at Pittsburg, or of the Reading at Buffalo, or the Illinois Central at Chicago, and whatever may be the grounds of the dispute, the moderation or excess of the leaders, the attitude is the same.

Nor do they pretend to go into basic causes or to study why it is that thousands of men deliberately undergo temporary privation with the chance staring them in the face of permanent loss of employment; much less do they reach the

point of admiring the fidelity of men who can thus hang together in a common cause, whether or not it is a mistaken one. Only a bitter feeling of animosity is aroused, such as is continually driving our people apart. Yet these are the men for whom very largely our metropolitan papers at least, are edited; not so much because they form the bulk of newspaper readers, as because through them, chiefly, comes the patronage of advertisements, on which newspapers live; and for this reason, their influence is out of proportion to their numbers. Many of them are linked by personal friendship or relationship to the circles of "plutocrats," who the world over are taking the place of what used to be known as "aristocracy;" and others live in a somewhat similar atmosphere, or are striving to with fair hope of success, so that their sympathies are on this score easily accounted for; but for nearly all the class described, the conditions of life are really just as strained and the struggle for existence as really difficult, as for the Pullman employes themselves. But perhaps because the great prizes of life dangle such a little way out of their reach, they stoutly maintain that the world's oyster is just as easy to open as it ever was, and vigorously deny that such a thing exists as for a man to fairly have to fight for the chance to make a living.

Public opinion of this sort here has been unanimously opposed to the strike, and eager to endorse all efforts of national, state or local authority, not only to suppress violence, but to break down the struggle against the railroads. There have been several useful object lessons in it which have been lost sight of; such as the readiness with which the interstate commerce law has been twisted into a fresh weapon for the conspirators which it was intended to control, displaying the futility of trying to secure freedom through the medium of restrictive legislation. The danger to society and themselves in such outbreaks, has been felt rather than seen by this class of critics, and it is to be feared has in no way started a train of thought in their minds looking to a cure of the conditions which produce them. They still conceive only of meeting illegal violence by legalized violence, and as they progress from dependence on the policeman's baton to the militiaman's bayonet and then still on to the regular soldier's gatling gun, for preventing social disease, they seem to forget that they have so often welcomed the apparent overthrow of the strikers by this sort of abandonment of republican traditions—at Pittsburgh and Baltimore, at Buffalo and Homestead and Coeur d'Alene, at Cleveland and Chicago; only to find

the uprising more formidable than the one which had gone before. It is not a very hopeful kind of public sentiment, but it only confirms the repeated evidence that we cannot rely for genuine and thoughtful reform upon people who, however intelligent, have their time and minds too fully occupied with other interests and diversions to allow their directing their intelligence to public affairs.

Curiously enough, this same class of men in New York, who rally so instinctively on the side of wealth and special privileges, have to a very large extent espoused the cause of the income tax, which is so clearly an attempt to mulct the rich, no matter how their riches may be acquired; though so almost certain to fall with any weight only on the moderately well-to do. It would be a great mistake to suppose this merely because the big income tax meeting at Cooper Institute last month was a pronounced success; for New York has grown so large that it is a weak cause, indeed, which cannot fill Cooper Union with an enthusiastic audience, and the real significance of these gatherings is now lost. But negative evidence on this point is present in the decided failure to get up an opposing meeting, which gives income tax advocates a very strong ground to claim that, so far as New York City is concerned, their cause is not a sectional one. Whatever else may be said of New York, however, it is not sectional. There is a good deal of cockneyism here, that fills the place taken by provincialism in smaller towns; but the nativity of our residents is so scattered that in a broader sense than any other American city, New York belongs to the whole country. It is astonishing, indeed, how rarely one meets in New York anyone who was born here. Not only have we a great mass of foreigners, but of our purely American citizens, ninety-nine of a hundred seem to have come from somewhere else and to have retained much of their old associations and ideas. A very funny argument, by the way, was recently used in favor of the income tax by its leading advocate among the metropolitan papers which denounced our rich men for evading the personal property tax, and declared that as a remedy for this, their incomes should be assessed. Of course, it would be even easier to evade an income tax than the other, and by precisely the same methods, wherever the income was large enough to make it worth while; but to this the paper was utterly oblivious. •

Incomes that are made by direct abstraction from the public pocket don't seem to be subject to any uniform law of public sentiment. Take the case of our puissant senators, for instance.

There is a great deal of shocked conscience manifested over the speculation in sugar trust certificates; and yet how large a section of the country deems it perfectly just and proper that legislators should direct all their energies to securing or maintaining laws that will give themselves or those of their constituents who contribute most largely to the campaign fund, some special advantage? And where is the difference? Or look at the enormous premiums for extra speed that have been awarded to constructors of some of the new war vessels. It has been said in defense of these that they really represent the profit earned, the contract price being figured at actual cost. In other words, that the Minneapolis, for instance, cost in round figures, \$2,200,000, and the contractors made an extra \$414,000 profit under the guise of a premium for speed; quite a tidy percentage, by the way, even for a protected industry. But the boats are all designed by engineers under salary from the government, and presumably the designs are marked out to accom-

plish a given speed. The ordinary business man or corporation would ask for bids from the people who have nothing to do but carry out the designs, solely on their merits; and the bids would naturally be calculated on the principle of allowing for the lowest margin of profit at which competition would enter the field, after carrying out the mechanical work according to specifications. Something still lies in chance in building a steamboat, just as no two locomotives will run exactly alike; but the largest factor in the question is the skill of the designer, for which the government pays by salary. Yet, where the private shipowner would get the benefit of whatever does lie in chance, the favored shipbuilder of the national toy that we call a war vessel, is given all of it, and is also donated the benefit of the skilled labor performed by the nation's salaried employes, by having the contract based on a rate of speed which is known to be below that for which the vessel is designed. This is a mad world, my merry gentlemen.

EDW. J. SHRIVER.

MIXED-UP MORAL PERCEPTIONS.

BY JOSE GROS.

Civilization is marching on; but, where to? Civilization has always been marching, sometimes apparently upwards sometimes apparently downwards; but always through forests and swamps, always through selfishness and self conceit, the two mental demons of humanity, as poverty and disease are the two physical demons of the race. Of course, the latter two would not exist without the former ones. We have a great deal of patience with selfishness and self-conceit when connected with poverty and a hard life, as it has been and is yet the lot of at least ninety per cent of the race, even here, in our grand nation; but feel deeply provoked when those two great wrong elements are found among people with education and at least somewhat normal conditions. That that should happen in the midst of those periods when nations appear to be calm, even if surrounded with the usual evils of all times, that is bad enough, but not quite as revolting as when deep feelings of popular discontent prevail, and when all indicates that a crisis is approaching. The most fatal sign, in such a case, is the thoughtlessness of those who should be thoughtful because having time to think, and having had the opportunity of acquiring the habit of thoughtfulness.

When young chaps, we revelled in the descriptions, so vivid and deep, relating to the indifference of the French nobility in the five or ten years

which preceded the French revolution. You can notice the same indifference to-day among our American aristocracy, among their priests and their ministers, and their followers, with that large pretorian guard of all aristocracies, the middle classes, and all extra pious people.

Yes, the people whom we call the best, and by rights should be the best, have, with few exceptions, a complete lack of sympathy for the working masses at the bottom of the industrial fabric, or on the slopes towards the bottom. We may illustrate that by referring to a recent sermon delivered to a congregation composed of the aristocratic element, with wealth, and that pinched middle class, with the aristocratic tendency, which clings to the wealthy as the man who is drowning clings to any plank that may be floating around. We did not hear the sermon, but we know the impressions it produced, and we know the minister in question from head to foot. He spoke of the evils of the day; but did he suggest any remedy besides those sentimentalities with which we seem to have intensified the selfishness of humanity by wholesale, as long as it is legalized by enactments from legislative halls? Not a bit of it. It was that old natural perversity of the people that brought all our calamities. Our teachings to them were all right. And that is just the infatuation which permeates most of the

people who consider themselves highly educated.

One of our funny notions is as follows: Until we have raised the lowest of the low on a level with ourselves, we cannot claim to be an atom better than the lowest of the low. As long as we stick to that funny notion, we feel that we are not in great danger of playing the pharisee.

We feel that our responsibilities increase in proportion to our knowledge and our healthy surroundings, and one of the traits that we most admire, in that historical Christ of ours, is the fact that, while he only had words of love and mercy for the poor and the oppressed, he had but harsh threats for the wrong and self-righteous pharisees, for those who said *amen* to all the human enactments of the day, for those who always said: It is the other fellows who are wrong.

Let us give another illustration in human infatuation, with the upper layers, the aristocracy of our nation, trying hard to imitate the low and degraded French aristocracy of over 100 years ago.

It was on July 4th, 1894, that a U. S. general arrived in Chicago with a body of U. S. soldiers. The situation was abnormal, a disgrace to organized society, even to a society organized on principles of banditism, as ours is, like the rest, of course. The situation invited thought, and not platitudes. Well, the general in question, as telegraphed to the New York papers, expressed himself as follows: "Ours is the best government for the poor and the rich, the best government that men are likely to have, anyhow." And that is the usual impression of most of our wise and good people. It is what we all have been taught year in and year out for over a century of human disasters under that government of ours.

It looks to us, plain reformers, who are neither soldiers nor ministers, to us who work for a social status in which men shall need neither ministers nor soldiers because in peace with the Father in heaven; it looks to us as if a government which was, at least, not very bad, would anyhow evolve some peaceful understanding between employers and employes, and not the constant, bitter warfare that for over twenty years has been more intense, among us, than at any other time in history, if we only except the agrarian troubles of heathen Rome. That the best government men are likely to have should give the principal avenues of the nation, the railroads, to a group of pirates who have not even talent enough to live in peace with their employes, without whom the blood of the nation, her wealth, shall not be able to circulate through our national arteries! Or, if you like it best, a government so dreadfully good that the working masses cannot appreciate,

since they are constantly at war or displeased with the corporations that that excellent government of ours has created!

We often feel inclined to think that perhaps the greatest drawback of our nation is that infatuation of ours in relation to our political institutions, when, in spite of some good points, they really constitute the worst political straight jacket ever had by any nation with some fumes of political freedom. We may give our reasons in future articles for that apparently rash assertion of ours. Even if we are mistaken, it may have to be confessed that nothing petrifies the mind more easily than fanaticism for any set of forms, religious, political or industrial.

The essence of things lies not in forms, but in forces, physical or mental, on clear perceptions of well defined duties to God and to humanity, on specific processes presided by altruistic aspirations, in which the ego, the self, should take a rather secondary position, under the conception that the ego can only rise in proportion as humanity rises. And that is just the conception that you seldom can detect among those important people who are always glad and anxious to accuse the other fellow, the plain people, the oppressed, of being the cause of our many evils, as we have illustrated in the specimens above described.

Now, let us apply the preceding lecture to every one of us, modern reformers, to us who agree at least in one item. We agree in asserting that our present social status is rotten from the core to the crust, from center to circumference and must, sooner or later, give way to a new one. Don't you know that agreement, on such a point, is a great deal? And we even agree on the greatest desideratum for a new social status. We agree in giving to the working masses the whole product of their labor. We don't agree in the means by which that should be accomplished. The single taxer says: *Socialize land values*. The socialists say: *Socialize all production and commerce*.

The latter, in their zeal for their own cause often resort to the most mixed-up economic perceptions, as we have shown in some of our previous articles, although the task is far from pleasant. We shall be forced to now and then keep on along that line, if our friends insist upon confusing the minds of our readers with that mixture of truth and error which, applied to all lines of thought, is at the root of all human calamities, religious, political and industrial.

Just as all civilizations have so far failed because of mixed-up moral perceptions on the part of those who have constituted themselves as the leaders of all healthy thoughts, so any reform movement shall fail which does not rest on clear economic perceptions; on strict ethical lines of conduct; on the maximum freedom to every individual; on the utmost simplification of all governmental machinery; on the absence of all straight-jackets, physical or mental; on the elimination of all personal hate or dislike. We have nothing to do with individuals. Our readers don't care anything for any Mr. So and So, however high or low. We deal, or should deal, in principles and schools of thought. Let us try to educate. Let us try to be logical and precise. That alone shall give us the joy of—*duties performed*



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"INDIVIDUAL ACTION" AND "SYMPATHY"

Whenever the industrial world, as represented by railway employes, is disturbed by an unreasonable, unauthorized and illegal strike, we find certain ones who have not the moral courage to live up to the laws of the organization to which they belong and their obligation to be governed by those laws, but who, at the same time, desire to retain their membership and whatever of good may accrue therefrom. In order to maintain such paradoxical position, and in order to find excuse for dodging the issue, they go behind the plea that they are acting "as individuals." What does that mean? It can mean nothing except that the obligation taken is regarded as a garment, which is to be put on and taken off to suit the whim of the wearer or the climate in which he may be.

The objects sought to be obtained through organization are to accomplish, through the united efforts of the whole, those things which can not be accomplished by the individuals, acting each for himself. The very idea and purpose of organization, therefore, pronounces emphatically against the idea of individual action. Every man who becomes a member of one of these organizations does so voluntarily, and he thereby subscribes to the laws governing the organization and gives an actual pledge to the organization and a moral pledge to all outside of it (including his employers) that, so long as he remains a member, he will be governed in his actions by those laws. The laws are printed, and anyone who desires can see them. Any other policy would carry on its face an admission that the organization was disposed to deceive, if such action promised any temporary advantage, and it would justifiably be looked upon with more or less suspicion.

If a man accepts citizenship in our land, he thereby agrees to uphold its government and con-

form to its laws. A native born citizen is amenable to every law. Every legal citizen has a voice in making those laws; they are the will of the majority and, as the supremacy of the will of a majority cheerfully complied with by the minority is the foundation stone of a republican form of government, anyone who is not willing to so comply had better seek residence under some other form of government. A good labor organization is also based upon the idea of the supremacy of the will of a lawfully constituted majority. Every member has a voice in choosing the one who will represent him in the law making conventions of the organization or on the committee who appear before his employers, authorized by the laws of the organization to make agreements as to rates of pay and conditions of employment under which he shall work. If he is dissatisfied with the terms agreed upon he can quit the service or leave the organization, or both.

Reputation for honesty and fair dealing is as essential and valuable to the welfare of a labor organization as to any individual, firm or corporation. The only way an organization can establish such a reputation is by adhering closely to the policy adopted and by demonstrating that the vast majority of its members are loyal to the organization and its laws; that the organization itself is strong enough to sustain its laws and to carry out the agreements it has made, and that it has the power and moral courage to discipline those who violate its laws and repudiate its agreements.

Employers meet the committees representing the organizations and make agreements with them because they believe they can depend upon the organization to see to it that the terms of the agreement are lived up to by the employes. The organizations secure concessions that could not be

secured by the individuals, and there is neither honesty nor fairness in saying (in effect), as members of the organization we will accept all the benefits that are reaped, but, "as individuals," we will refuse to be bound by our agreement except as it pleases us to do so.

If the men, "as individuals," were to refuse to work, without notice or complaint, and were supported by their fellows in so doing, the time would soon arrive when the organizations would exert an influence which could be designated by a cipher, for if the business is stopped it can make no great difference to the company whether the men are acting "as individuals" or otherwise.

The organizations exert a very beneficial effect on the morals of the men, and they undertake to prevent unworthy and improper persons from gaining admission. On that account employers assume that the organizations are composed of trustworthy men, and the higher the standard of membership, the stronger the confidence.

An organization can not afford to allow any doubt to exist in the mind of anyone, in its ranks or out, as to its position and its policy. An organization without a policy is a ship without a rudder, a leaf in a storm, a life without an aim. A policy once adopted and which has proven a wise one to follow, should be strictly adhered to by all, and it should be advertised and recommended to the people at large through the universal consistency with which it is followed by the members and administered by the officers. "Individual action" is generally prompted by a desire to act in "sympathy" with someone. It is not always quite clear who that someone is, nor is it often consistent that sympathy, in the form asked, should be extended. It is high time that the question of whether or not actions are to be governed by sympathy or by law and business-like conduct, is decided by every organization and every individual member thereof. If sympathy is to rule, the logical conclusion will be that every man in the service, responsible or irresponsible, drunk or sober, will have it in his power to declare a strike at will. "Sympathy" will prevent any other from performing his duties, and "sympathy" would lead the others to refuse to work with the one who might be secured to take his place. If that state of affairs is to exist, there is absolutely no excuse for the further existence of organizations among the employes for their laws and influence would amount to nothing. If, on the other hand, law and business like dealings are to govern, that fact should be indelibly impressed upon the mind of everyone who is in any way interested, and no disposition to ignore or evade this policy should be tolerated.

The worst influences possible to imagine have been at work among railway employes for months. Every effort to belittle or bring into contempt the old organizations has been put forth. All the ills which members of them felt, as well as the general depression in business, has been laid at their doors. Urgent invitations, painted in glowing colors and extended in pyrotechnical displays of oratory, have been extended to them to join the new move and put their faith in the new dispensation, which promised to cure all the ills which flesh is heir to and to "twist the tail" of the "common enemy." The rockets have gone up the sticks are coming down. Bitter lessons have been, a e being and are to be learned. Experience is a dear but thorough teacher, still out of it all good may be brought if all exercise a genuine desire to profit by the experience and to guard carefully in the future against the mistakes of the past.

Warning notes were sounded by the watchmen, but in many instances they were unheeded. The members of these organizations have placed themselves in one of three general divisions. The first is composed of those who have remained steadfast and true to their order and its laws, as well as the agreements made for them with their employers. For these no fair minded person will have aught but praise, and we are very glad that in this class are ranged the vast majority of our members. The second division includes those who chose to quit, in a manly way and in good faith, rather than to work under existing conditions. We have always claimed that a man had a right to quit, and for those we have no severe criticism. A man who quits, of course, has no valid claim for reinstatement and can not invoke the aid of his order to regain the position voluntarily surrendered. The third division includes those who, regardless or forgetful of their obligations, cast prudence to the wind and joined the move. So far as it has not already been done, the law of the organizations, framed for this express purpose, should be applied to these literally and without fear or favor.

Employers, as well as employes, should interest themselves in establishing perfect confidence as between the two; advantage of technicalities should not be taken by either. Fair and considerate treatment should be appreciated and repaid with faithful service. Faithful and loyal service should be rewarded and encouragement offered to men to furnish such service. If there is an organization representing a class of employes whose policy is right, opportunity should not be allowed to pass to help demonstrate that the policy is not only right, but is productive of the best results.

There has never been any question in our mind as to where the large majority of the members of our Order would stand or as to our ability to come through the storm without any serious damage. It is somewhat natural to enjoy saying, "I told you so," and we take some pleasure in repeating a few lines from editorial on page 309 of THE RAILWAY CONDUCTOR for June:

"The policy advocated by the new organization has been tried before, the same arguments and accusations have been used and made and the best efforts of a majority, at least, of the same men have before been put forth in an earnest effort to destroy some or all of the old organizations. The degree of success which crowned their efforts is a matter of history, and 'history repeats itself.'"

NEED FOR RESTRICTED IMMIGRATION.

The present would appear to be an unusually good time for the consideration of the immigration question in all its phases. For the first time in many years, if not in all our history, the tide has been turned, the number of those returning to their homes in the old world far exceeding those who are seeking to make homes in the new. If present conditions were to remain the question would be greatly simplified as there would then be nothing left but to shut out the paupers and criminals constantly deported by other countries. The return of prosperity, however, will bring a revival of the old conditions unless some preventive measures are adopted, and for that the present seems to present a golden opportunity. There can be no question but our generous offer of an asylum to the oppressed of all nations has brought to our shores many would-be citizens who are not only undesirable but are positively a menace to our institutions. This class includes not only the pauper and criminal elements mentioned but many hard working, well meaning men who are incapable of understanding or appreciating republican institutions and can never become citizens, in the best meaning of the term. Their hatred of all government, which may have been natural enough under the oppressions of their native lands, is turned against the country of their adoption and seems to grow in bitterness with the increase of freedom here given them. With these limitations they readily become the tools of designing men and are easily led into open rebellion against the law and the greatest infringement of the rights of others. The records of the recent railroad and coal mine troubles show the worst of the outrages to have been committed by foreigners and many times by men who had not been in this country long enough to learn a word of the language. We have no word of sympathy to waste upon the men who are responsible for the presence of these ignorant and misguided foreigners in large bodies throughout the land, many of them have already paid a heavy penalty for their selfish and unpatriotic action, but the general good requires the adoption of measures looking

toward a prevention of such outrages in the future and especially toward preventing an increase of the danger by adding to the number of these unwelcome visitors. It may not be wise to cut off all immigration but it should be so surrounded by safeguards that none but those who have the making of good citizens may gain entrance and then no faster than they are able to assimilate with our people. No man should be allowed the privileges of citizenship who is not willing to first prepare for an intelligent understanding of its responsibilities by learning the language and the fundamental principles upon which it is based. We have been too generous in these matters heretofore, until we have made our country not only the refuge of the oppressed, but the rendezvous for that class of men who are only able to appreciate freedom through the opportunities it offers them to prey upon others.

This reform would mean more to the native or naturalized workingman than he is usually willing to admit. It has been demonstrated time and again that this country now has an abundance of labor to carry on every enterprise that may be undertaken within its limits and the natural increase may be safely depended upon to meet every emergency of the future. Already the members of every trade or calling are seeking to curtail their numbers by closing their doors to apprentices and trying in every way to induce the taking up of other callings. Even with these precautions there is still a vast army of men unable to find employment and every worker introduced from without but adds one to its membership. These outsiders not only lessen the chances for employment but they introduce a new standard of living and of wages, thus doing the native workman a double injury. It would seem then that a just and decent regard for self should lead the American to demand protection for himself and family against this uncalled for competition which is doing so much toward making his life burdensome and precarious.

There is still another point from which to view this question but it is one of national expediency

only. If this government is ever to take the place among the nations of the earth its purpose and phenomenal growth would indicate and for which its founders hoped it will be when it is supported by an united and homogeneous people. It must then know no north nor south, no east nor west, and all of the rival nationalities now playing such an extravagant part in its general polity must be merged into one universal Americanism. Our people must be given time to evolve a distinct nationality. Nature is a most potent won-

der worker and she will accomplish this miracle if only opportunity is given her, but even she can not go far on the way if this constant influx of differing characters and mental endowments from all portions of the world is to be continued. We owe it to ourselves and to our children to check this flood of alien blood and start upon the growing of an American nationality which will combine all the best of the races here represented and that best developed under conditions which cannot but produce a free people, capable of appreciating and preserving that freedom.

THE S. M. A. A.

The Switchmen's Mutual Aid Association, after passing through all the varied fortunes of the average labor organization; after having prospered in good times and under good management; after having suffered its share from mismanagement; after having accomplished a world of good for the switchmen; after having made a good deal of history, has been obliged to dissolve. It has been forced to the wall as a result of the defalcation of Grand Secretary and Treasurer Wm. A. Simsrott, and the evil influences exerted over their membership by the A. R. U.

There can be no question but that the methods of doing business in their offices was lax or it never would have been possible for Simsrott to misappropriate \$32,000. But there is no use in crying over the milk that has been spilled. The supreme question in this connection now is, do the switchmen need and desire an organization of their own? Do they need an organization which will be of switchmen, for switchmen, and governed by switchmen? The A. R. U. says not. THE CONDUCTOR says yes. An organization of and for switchmen, governed by healthy and proper laws, presided over by an honest and fearless executive, who will administer the laws with-

out fear or favor and who has the courage of his convictions can be made a fountain of perpetual good to the switchmen. It will elevate the standard of the men, improve their conditions, furnish mutual benefit and protection and will accomplish more good for the switchmen than can possibly be accomplished by any other means.

We learn that there is on foot a plan to form local unions of switchmen in various places with the hope that there may eventually grow therefrom a national or international organization. We are glad to see this, and hope the plan may succeed beyond any expectation. Miles W. Barrett, who was chosen as Grand Master of the S. M. A. A., at their last convention, has, during his short term of office, shown that he has executive ability and moral courage, and that he was well calculated to make a success of his administration. It is to be regretted that he was obliged to assume command of a scuttled and sinking ship. It is to be hoped that he will lend his assistance to the new move, and that his influence will be far-reaching. The switchmen will do well to listen to him. The good the S. M. A. A. has done will live after it. Its mistakes will not have been unmixed with good if they prove a heeded warning for the future.

HELP EACH OTHER.

An ironclad consolidation of the various labor organizations of this or any other country has been proven an impossibility, and all who have hopes for its attainment may rest assured that naught but disappointment awaits them. The interests to be considered are by far too diverse, and, in many cases conflicting, for them to be brought into one general union with the same governing head. It stands to reason that the interests of any one class can be best looked after by men who are not only thoroughly conversant

with every detail of their affairs but are able to give up their whole time to the one subject. With each class looking after its own affairs as a class then there can be no fault found with a general congress in which each shall be represented and which shall have jurisdiction over such matters only as are of general import. The plan presented at the St. Louis meeting was practically this, and it will doubtless result in much good to all the organizations connected with it. To expect more than this is to build upon the sand and nothing but ruin and wreck can follow.

There are many ways, however, in which the various organizations can be of great assistance to each other and no one of them should be allowed to pass unimproved. Without any actual and binding agreement they can stand by each other and give assistance in a thousand ways that would be mutually helpful. For instance, the men in the railroad service could hardly be called upon to strike in behalf of their brethren in the trades or mechanic arts, but they could easily endorse their labels and make that endorsement mean something. When the men in a certain trade declare any firm or corporation to be in harmony with its employes and to be doing the right thing by them under all circumstances, then the railroad men can add their sanction by quietly buying the goods sent out by that institution, thereby making a market that would of itself be a sufficient reward. On the other hand the same sort of help could be extended to the rail-

road men though, perhaps, not in the same degree. While it might be difficult to reach the companies as readily as the manufacturers, yet they could be made to feel that it was not good business policy to mistreat their men in any way.

It must not be forgotten that any such policy as this would carry penalties with it and all must be willing to bear them for the common good. Railroad men must be willing to pay enough for their goods to make sure that the men producing them are receiving fair wages, and all others must be ready to follow the same policy. If they should allow the first offer of cheap prices to divert them from their purpose then all the good that might result from the course outlined would be lost, and it had better not be undertaken at the first. If, however, all would abide patiently by such a course all would profit by it in the end and one of the greatest problems facing the labor interests of the country would be solved.

THE TAWNEY ARBITRATION BILL.

The recent turmoil in the labor world and its deplorable results have forced upon the people of this country the imperative need for some peaceful means of settling the differences constantly arising between employer and employe. Arbitration appears to be accepted as the most promising solution of the problem, and many of the brightest minds of the nation have been searching for a plan by which this principle could be applied with absolute fairness to all interests and results of practical value be assured. The discussion early developed the fact that the present law on that subject was practically worthless, since the commission appointed by the president is no better than an investigating committee, with no power to bring in a finding nor to enforce one if brought. Several members of congress at once turned their attention to the question with the result that a number of bills have been presented looking to the establishment of an arbitration board that shall be fairly constituted and have the power to enforce its decisions. The question involves such a diversity of interests, with so many rights to be guarded, that the failure of these measures to meet all requirements can hardly be wondered at; in fact, it will doubtless require some years of practical experimentation before any law can be made reasonably satisfactory to all parties. Of the bills mentioned the most comprehensive and perhaps the best considered is that offered by Congressman Tawney, of Minnesota. Its length precludes the possibility of reproducing it entire, but the following synopsis may suffice to give our readers its salient points:

In case of trouble arising between any railway company, engaged in Inter-State Commerce, and its employes regarding employment or wages, whereby traffic is stopped or impeded, either party may petition any U. S. Circuit Court having jurisdiction, for a settlement of the differences. If the parties do not settle and neither petitions, and the company fails or is prevented from operating its trains, then it is made the duty of any U. S. Attorney having jurisdiction to present a petition and to prosecute the same in the name of the government. When satisfied that there is need for action the court will require defendants to answer said petition within three days after date of service. If both parties consent, the court shall give the case a full and fair hearing and determine the case upon the evidence. If wages are involved the court shall establish a reasonable and equitable rate. The decree shall be in force and take effect as of the date of filing the petition.

If the parties do not consent to the determination of their cause by the court, then the court shall, upon the application of either party or of the district attorney, fix a time and place for the appointment of a board of arbitration, consisting of five members: one selected by the employes or their authorized representatives, one by the company and the others by the court, one of the last three to be a person learned in law and familiar with U. S. court practice. Neither of the arbiters appointed by the court shall be an officer, member or stockholder or employe of any railway company. Either party may object to an appointment, but the final decision rests with the court. The board shall have power to secure whatever evidence it may decide to be necessary for a just determination, both parties may compel the attendance of witnesses and the hearings will be governed by the rules and practice of the court as near as may be. The decision shall consist of specific findings of facts, conclusions and decisions of the board on the merits of the controversy, to be filed promptly with the clerk of the circuit court. If a wage rate was involved, a reasonable and equitable rate must be found on the evidence. When the award is made it must be binding upon all parties, and takes effect from the date of filing the petition, unless either party appeals to the circuit court within the three days following, upon one or more of the following grounds:

The award was procured by corruption, fraud or other undue means.

The board exceeded its powers or so imperfectly executed them that a mutual, final and definite award was not made.

Errors of law materially affecting the merits of the controversy and the substantial rights of the parties.

The court may, in its discretion, direct a rehearing in whole or in part by the board, or it may modify or correct the award so as to affect the intent thereof and to promote the ends of justice between the parties. If

neither party appeals, the award shall be final and have the effect of a decree of the circuit court. Ten or more of such employes may make and present such petition on behalf of all or any particular class of the employes of the company, and in case the petition is made in behalf of the company or the district attorney, personal service upon any five of the employes interested shall be deemed sufficient. This act shall not be construed to interfere with the contract rights of the company or its men; nor shall it prevent the men from quitting the company's service at any proper time or place; nor shall it impair the right of the company to discharge any of its employes and hire others in their places at such rate of wages as it may be able to agree upon with such new employes, providing the men are not discharged for participating in such controversy.

It is the purpose of this act to give to the circuit courts of the United States, sitting in chancery within their various jurisdictions, the same authority over railway companies and their employes, as such courts now have over such companies and their employes as are in the hands of the courts and their receivers.

Should any company fail or refuse to comply with the decree of the court or the finding of the board, thus causing its employes to quit in numbers sufficient to impede traffic, such company shall be liable to any shipper whose freight shall be damaged or delayed, directly or indirectly, or to any passenger who may be delayed, in treble the amount of damages sustained; and for every day or fraction of a day the mail, troops or property of the United States may be delayed from the same cause, the company shall forfeit to the United States \$1,000 for every train so delayed; and it shall be the duty of every district attorney having knowledge of such forfeiture within his district to prosecute the same; and no officer, agent or court of the United States shall have power to remit such penalty.

After the decree of the court or the finding of the board of arbitration shall have been accepted and complied with by any railroad company, it shall be unlawful for two or more employes or any other persons to conspire to bring about a strike because of any matter settled in the controversy, or for the employes to strike to increase the rate of wages fixed by such finding, so long as there is no substantial change in the conditions surrounding them. Under the same conditions it shall be unlawful for the employes of one company to strike for the purpose of injuring another company, person or corporation or for the purpose of aiding the employes of another company, person or corporation who may be on a strike. Any person violating these provisions shall be guilty of a misdemeanor, and upon conviction in any United States court, shall be punished by a fine not exceeding \$200, or by imprisonment not exceeding six months, or both. Any person not in the employ of such railway company who shall in any manner counsel, aid or abet a strike of its employes after their differences have been submitted and settled and the finding accepted by the company, as is contemplated by this act, shall be guilty of a misdemeanor, to be punished, upon conviction, by a fine not exceeding \$500, or by imprisonment not exceeding one year, or by both.

There is much in the plan here outlined that will meet with ready sanction from the true friends of labor, but there are also a number of points that should be thoroughly discussed before they are allowed to become part of the law of the land. The first great difficulty in any measure of arbitration backed by force is in compelling obedience to the findings of the board and at the same time saving the men from that involuntary servitude against which the constitution warrants them. The plan of allowing those men to quit who are not willing to abide by the result of the arbitration, but at the same time restraining them from interfering with those who are satisfied, has been suggested as settling this difficulty. This right, however, they already possess and it could not be taken from them. In most instances it would doubtless furnish sufficient protection, but under it a hardship might be worked, and the bill

can hardly be regarded as perfect until it offers some measure of more complete protection.

We admit the force of the argument that one man can be more easily "influenced" or "insulted" than can three, but think that objection would also rest against giving to the court the power of appointing three out of the five members of the board. This would give the court a constant majority which might at any time nullify an agreement between the representatives of the company and its employes and would give ground for the accusation of undue influence. It would give much better satisfaction if the men were allowed to select two members, the company two and these four the fifth, leaving to the court the appointment of the fifth if the others were unable to agree within a reasonable time. If, however, the plan presented in the bill is to be adopted, then the least that could be done in justice would be to give each party a reasonable number of peremptory challengers, thereby placing a check upon the extraordinary powers of the court and leading to the appointment of none but satisfactory arbiters.

The same objection would rest against the power granted the court to revise and modify the findings of a board. If the court is to have the right to change any finding at its discretion, why go through the formality of appointing an unnecessary board? It would be better for all concerned to leave the decision with that tribunal in the first place and thus avoid unnecessary expense and delay. The very essence and purpose of the bill requires the thorough independence of the board and unless its findings should come clearly within some of the points noted as grounds for appeal they should stand without question from the court. Where there is any room for doubt the ten or more men who take it upon themselves to represent their fellows by petition should be required to show, beyond question, that they actually represent a majority of the men for whom they claim to be acting. The provision making service upon any five of the men sufficient also opens the door to sharp practices. It should be guarded by requiring service upon men who are known to be representative through their official positions, on committee or otherwise.

Perhaps the strongest objections would be made to the provision that the act shall not be construed to impair the right of any company to discharge any of its men and to hire others in their places at any rate of wages it may be able to agree upon with such new men. Under this provision, in case a rate of wages should be fixed higher than a company was willing to pay, it could trump up

excuses for discharging those who were not willing to accept less than the established rate, and fill their places with those who would take whatever was offered. There could be but little hope for labor in the proposed bill if this loophole should be left unguarded.

These are some of the objections to the bill as presented, but Mr. Tawney will not be satisfied with the first draft and will doubtless remove many or all of them before it comes up for passage. There can be no question but arbitration is the proper method for the settlement of labor controversies if a plan can be found that will preserve the rights of all inviolate and secure the selection of a firm and impartial board. The true end of arbitration can never be reached, however, if war is first declared and arbitration not thought of until force has failed. It would seem that some means should be provided for leading contestants to seek the peaceful mode of settlement before

going to the lengths of an open rupture. One of the strongest arguments in favor of the peace method is to be found in the protection it is supposed to give the rights of the general public, but it is difficult to see any value in such protection if contestants are allowed to come to blows and traffic to be stopped before the law is brought into operation. If arbitration is made the first step, both parties being required to leave matters as they were at the commencement of the trouble until a decision can be rendered, then the law may prevent much of the evil that now results from hasty and inconsiderate action. No body of workmen can afford to strike in support of a cause that would not stand the test of impartial arbitrament and the great body of them would be the first to repudiate such a cause. Let them be thoroughly assured of a fair hearing before an impartial tribunal, able and willing to enforce its decrees without fear or favor, and the day of the strike and the boycott will have passed forever.

TELL THE WHOLE TRUTH.

There are still a goodly number of the railway managers in this country, some of them ranking well up among the able men of their class, who cling to the old and mistaken policy of keeping the details of every wreck from the public, so far as is possible. In a recent issue the *Salt Lake Herald* gives the following well considered comment upon this point:

It is a sad commentary upon the intelligence and perspicuity of mind generally accredited to railway officials, that so many of the higher authorities incline to measures prolific of harm to the interests of the property they are paid munificent salaries for guarding. In no way is this more clearly manifested than in the mantle of secrecy they throw about accidents when occurring on their respective lines.

Railroad wrecks are a matter of public concern, and the facts attendant should be freely given by those who have full knowledge of them. There are to-day many railway officers in the country who have taken precisely this view, and they have issued a standing order to the effect that in the event of a wreck upon their lines, employees in possession of the details shall unreservedly give them to the press. Such information need not always come through an official, as nearly every operator on the line is good and sufficient authority. It would be far better for all concerned usually that the news should come direct from the company rather than from persons who oft-times have little or no hesitancy in drawing upon a highly wrought imagination in order to fill in between the things they really know.

It would seem to be for the best interests of the railroad companies that the true particulars of accidents, disturbances, and all matters of public concern that occur on their lines, should be given by their own officers, than that distorted and highly exaggerated accounts should appear in print, rendered so through the inability of reporters to obtain authorized statements and the necessity

of gaining information from such sources as are available. No respectable paper wants to misrepresent the railroads in any way. Give them the facts and the fictions will not appear.

The thoughts advanced in this article are, in the main, true. Experience has taught most of the progressive managers that it is much better in the long run to tell the exact truth about a wreck than to leave the story to the never failing imaginations of the reporters. This does not mean, however, that the employees generally should be allowed to dole out such partial and imperfect accounts as they have been able to gather from hearsay or as may happen to suit their ideas as to the best thing to be said under the circumstances. The story should be told by some one in authority who is thoroughly conversant with the facts. It should be a plain, straightforward history of the accident, giving all the essential details, and should be in writing so that there can be no excuse for its being garbled after leaving the writer's hands. If this policy should be generally adopted the reading public would soon come to have perfect faith in the accounts thus published, and many blood-curdling tales, with but little foundation in fact, would be suppressed before seeing the light.

COMMENT.

There is something ridiculous in the enthusiasm displayed by the christian endeavorites at their Cleveland convention, over the resolution to make extraordinary exertions to enlist the sympathy and aid of the people of the United States in the missionary cause. What a grand work such an organization as this might do in the field of social reform in this country! And in what better way could the endeavorers show their devotion to the cause of true christianity than by devoting some of their surplus energy to missionary work right here at home? The endeavorers met at a time when the whole country was convulsed, and suffering acutely from the symptoms of widespread social disease, yet the actual conditions surrounding them seemed to have very little effect on the deliberations of the convention; and the delegates seemed only bent on enlisting aid in support of missions for christianizing people abroad. There is such a wide field for enlisting the aid of everybody in relieving the misery and discord right here at home that it seems a pity the endeavorites should want any of it directed to the condition of affairs in other countries. The christianizing of America is a much more important work for Americans to engage in just now than is the work of christianizing the Jews, or the establishment of missions in foreign countries.

* * *

Another ridiculous matter is the solutions which are presented, by those who lay claim to be thinkers, for the problems involved in the situation growing out of the Pullman boycott. Editor Medill, of the *Chicago Tribune*, for instance, professes a great horror for socialism; and then he goes on to advocate as pretty a scheme of state socialism as could well be imagined. He, in fact, indorses Bismarck's entire scheme of state supervision of industry, and then calmly informs the American people that they must choose between that and state socialism! When the reputed wise men of our country are so far unable to express clear ideas on such subjects as this it is time the ignoramuses took a hand in the matter. After outlining his scheme of state insurance, Mr. Medill says: "When Bismarck first introduced this scheme in the German Empire there was some grumbling, but since then the people have discovered its great value and benefit. Now it could not be repealed." An elaborate investigation of Bismarck's state insurance scheme was entered into a short time ago under the direction of the United States labor bureau, and the results of

that investigation were presented in a highly interesting report, but recently issued by our Commissioner of Labor. After an exhaustive examination of the facts connected with the scheme some general conclusions are presented in this report, as follows:

"Certain confident claims that were made by the early leaders in this legislation are not only not fulfilled, but there is scarcely a sign that they will be.

1. In the sense that Bismarck used the word there is little likelihood that the laborers will be made contented by the laws.

2. The hope that certain classes of the insured would the more readily go into the country from the city, or stay away from the city, as their money would go farther in the country shows no hints of being fulfilled.

3. That the social democracy has been the least harmed or checked in its propaganda very few would claim.

4. Whatever may be true in the future as a result of these laws, the charity burden has not been lightened in any way corresponding to the belief of many advocates of the insurance.

5. As to the belief entertained by many that the laborer would be led through the influence of these forced contributions to learn the habit of saving, it is quite certain that no such result could as yet be brought forward.

6. That a better feeling has in consequence been brought about between employer and employed is upon the whole questionable, although this (under many circumstances where the groups are not too large) is affirmed to be true."

These conclusions are presented as the result of an investigation of ten years experience with the laws, and Medill wants us to adopt the very same laws as a solution of the whole labor question on railways! And the ridiculous aspect of the affair is that we are asked to adopt them as a safeguard against the introduction of state socialism. There is a depth of ignorance displayed here that one would hardly expect to find in the editor of a great metropolitan newspaper. We are not yet ready for Bismarckism in this country, and it is much to be hoped that the time will never come when we will be.

* * *

The inconsistent attitude of those who assume to speak by authority concerning the labor situation is something truly appalling. They damn socialism with a heavy oath and then turn right around and advocate the very worst sort of socialism that can be imagined, the socialism that re-

guards men as so many mere puppets in the hands of the state, as a relief for our industrial evils. The *Railway Age*, for instance, that fearless exponent of the doctrine of national liberty for the masses, that hater of all forms of oppression and tyranny, that despiser of socialism(!) endorses Medill's scheme, and almost slops over in its admiration of this plan that is going to save the country from socialism. There is only one fault the *Age* has to find with the scheme. Medill proposes to set apart two per cent of the employe's wages and one per cent of the gross earnings of the railways for the establishment of a pension fund. The *Age* thinks that "this would be an unnecessarily heavy burden upon the railways." Of course it would. It would be equivalent to a one per cent general increase of wages, and the railways could never stand that. "Evidently," says the *Age*, "the suggested basis of contribution is much too high, even supposing the principle correct." What miserable trimming, what disgusting sycophancy is here. They want peace. They want it so bad that they are willing to plunge the country into all the horrors of state socialism in order to secure it, and yet they are so miserably mean and small that they object to paying one per cent for it. Out upon such patriots! But they need not fear; the people will run their own railroads in the near future, and the present owners may keep their one per cent in their own pockets.

* * *

Again, they cry for arbitration, without having the faintest conception of what the theory of

arbitration involves. They are like drowning men who catch at straws in the effort to keep their heads above water. The status of the arbitration question is tersely and accurately stated in the current issue of the *Twentieth Century*, (July 19), as follows: "Compulsory arbitration is not possible without socialism, but most of the capitalistic press is too ignorant to know this and seems disposed to support a demand for compulsory arbitration. Let us help the movement, and before we know it socialism will be here. Capitalists know it and will resist. There is something, excruciatingly funny in this attitude of those who cry out against socialism, plunging deeper and deeper into socialism every move they make without being able to perceive where they are going. The hand of fate seems to be against them. They have yet to learn that they can't eat their cake and have it too; they must either let go of their privileges or they will be forced into socialism in spite of themselves. And it looks as though the *Twentieth Century* was playing with fire in advocating arbitration. For the democratic socialism it is the exponent of, nothing could be more incongruous than a scheme of compulsory government arbitration; and for the scheme to once get a foothold would be to entrench state socialism so strongly as to require a terrible effort to get rid of it. There is nothing which will permanently settle the labor question but freedom for the laborer and the entire elimination of privilege; and that is not to be arrived at through any scheme of state socialism.

B.

BORROWED OPINION.

The great railroad strike has been productive in the establishment of a number of valuable precedents on the part of the president, the attorney general, and the courts of the United States, which have practically enacted into a law all the provisions of the Caldwell anti-train robbing bill. In other words, the U. S. government will now be morally bound in the future, unless it chooses to repudiate the precedents which it has itself established, to hunt down and punish all train banditti as interrupters of inter-state commerce and the United States mails.—*Express Gazette*.

The Chicago *Tribune* speaks of Mr. Debs as the Gashford of the riot. Gashford was the secretary to Lord Gordon, of No-papery riot fame, who cunningly incited rioters to violence. Mr. Debs is no Gashford, but what about Howard? When the inside history of the boycott is known it will be found that this Howard is the cunning trickster and open demagogue who for personal gain and vulgar vanity has led Debs and the railroad men to defeat and ruin and that he has been

engaged in secret conspiracies that they would have revolted against. Debs will retire in the sorrow and despair—that his naturally fine and sensitive nature will feel—while Howard, incapable of any feeling or shame will strut as usual, with Tommy Morgan, Swift, Sovereign and Pomeroy.—*Terre Haute Express*.

The result of this strike will do no good to organized labor, and in this respect one object of the A. R. U. has been fulfilled. In the place of its advertised mission of peace there has been an active crusade against all organizations, a tirade of abuse and an attempt to destroy them, while the idea advocated by themselves has been boomed to the fullest by its officers. If the men who now control the destinies of this A. R. U. movement had displayed one-half the enterprise and vigor in the work of honest organization while they were members of the different brotherhoods and orders they have shown in the work of disintegration since they left them, there would have been no strike and the other organizations would have many years ago been working more

effectively together. — *Railroad Trainmen's Journal*

The great blessing to be drawn from this severe lesson of labor economics is that such an organization as the American Railway Union is not only without benefit, but that it is sure to work inestimable harm to the true interests of labor. No organization or association banded together for warfare only can be successful in this day of universal enlightenment. There must be a fundamental and underlying principle of brotherly love and fraternal unity, that principle which has held together for centuries those grand secret orders which are so mysterious to the uninitiated, but who live on with increasing prosperity, founded as they are upon friendship, benevolence and truth. The railroad brotherhoods are to-day the strongest of any labor orders. They have withstood adversity, they have passed through ordeals most trying, and they stand to-day stronger than ever because of their benevolence.

Eugene V. Debs cut grew the shell in which he was hatched, leaving the fostering care of the motherly school which had educated him, he thought to build for himself a castle, and safe therein, to rise to a point of political prominence in which his own personal future would be assured. The material with which he built was faulty. The castle of cardboard has crumbled beneath the shot of conflict. He is to-day a wanderer in the desert, known only by the pinnacle from which he fell.

The unsuccessful issue of this strike has been a blessing to the labor world. Had it been successful, there is no telling to what extent the already weakened industry of this country would have been paralyzed by similar movements. The plan was faulty to its foundations. Sympathetic strikes are but a bludgeon in the hands of the unskilled warrior and can never be successful. — *Railroad Employee*.

It is interesting to note the strong reaction that has been leading the emigrant ships with strange companies of people who have failed to gain an industrial footing in America and are returning to central and eastern Europe. It would be good policy to aid this turn of the tide by every legitimate means. Fortunately the east-bound emigrant rates this season are extremely low. We have been compelled to support hundreds of thousands of these people by charity during the past winter, and the cheapest as well as the wisest form of expenditure in their behalf would be to buy their return tickets and send them back where they belong. This temporary reversal of the current of migration affords the natural and safe opportunity for Congress to enact a law severely restricting immigration for a period of years. It would be the most popular law ever placed on our statute books since the foundation of the American Republic. It could be enacted just now with a minimum of hardship to any interest. When the times improve and the European population surplus begins once more to seek less crowded quarters, the sign of "No More Vacant Seats!" on the door of our American omnibus would simply give Australia, South Africa and South America the better chance to advertise

their comparative emptiness and their great resources and attractions. All the most deplorable and most dangerous features of the recent labor troubles, whether those of the bituminous coal strikes or those of the riots accompanying railway strikes, were clearly due to the fact of vast over-supply of recently imported and unassimilated working population from the English speaking countries of central and eastern Europe. The restriction of immigration that have been accomplished ten years ago. It is no longer a delicate question open to argument, but an imperative duty demanding prompt action. — *Review of Reviews*.

Abraham Lincoln said in his message to Congress December, 1861: "Capital could not have existed if labor had not first existed. Capital is only the product of labor. Labor is the superior of capital and deserves by far the higher consideration."

Thirty-three years ago our martyr president expressed the above opinion, having, no doubt, an abiding faith in the intelligence and fairness of American labor. He did not mean that labor was deserving of the higher consideration which it resorts to pistols, clubs and firebrand to redress its grievances.

There is no justification for violence and no excuse for trampling law in the dust. Labor has won many victories over avarice and selfishness during the past thirty-three years, and won them by "pegging away" in a conservative manner. Nothing is to be gained by hasty action. Labor must educate itself and consolidate itself in its regiments and march slowly but steadily onward, gathering to itself by force of example those who willingly sell their labor for a pittance. Organized labor must teach the masses that in unity there is strength and impress upon invested capital the necessity for harmonious relations for mutual benefit.

Every gun that is fired, every stone that is thrown, every firebrand that is waved is a boomerang which returns to strike labor a deadly blow. The condition of labor at the present time is not prosperous, but violence, or even rebellion, cannot bring prosperity to its door. If the laws are wrong, change them. If the law makers are corrupt, relegate them to the rear. Labor has a mighty weapon, the ballot. Has it used it or has it sold it on election day for a mess of pottage or a balloon filled with promises? A rebellion inaugurated against laws made by representatives chosen by the people cannot succeed. The people have not been true to themselves and will not be true to each other.

Abraham Lincoln did not mean that labor was superior to capital as the mule is superior in strength and power to the goat; nor did he mean it "deserves by far the higher consideration" because it could create riots and disturb the financial and commercial centers of the country. He meant that labor makes capital and is deserving of high consideration because the existence of capital depends on labor.

It is wise to bear in mind that if labor destroys existing capital it must wait patiently until it recreates it before it can expect to enjoy much of it. — *Railroad Telegrapher*.



HUNTINGTON, IND.

Editor Railway Conductor:

Perhaps the readers of *THE CONDUCTOR* would like to hear from us, as it has been some time since they have had that pleasure, if you feel disposed to call it such.

We are not as prosperous at present as we would like to be, partially on account of the extreme heat, and then we have lost quite a few of our members, as far as their attending our meetings is concerned, as they have removed to other places.

There are quite a few ladies in our midst that I know would be good members of our Order, but they have not yet availed themselves of the opportunity to join us. We would like to see every one of them send for applications to be filled out; we would be only too glad to welcome them into our Division.

I have taken this upon myself to contribute to *THE CONDUCTOR*, because I think it is encouraging to all Divisions to hear from each other, but am at a loss to say why you have not heard from us before. Our Division has given several receptions to the O. R. C. in this place, which have proved a success in every way, especially in making the acquaintance of strangers.

I think if it had not been for the slack business, our number would have been increased ere this. We have all felt this to a certain extent and are a little backward in asking anyone to join us.

I will hope to see something more soon from
ERIE DIVISION NO. 16.

ST. ALBANS, VT.

Editor Railway Conductor:

Vermont Division, No. 53, L. A. to O. R. C., was organized and publicly installed in O. R. C. Hall, St. Albans, Vt., June 18, 1894, by Grand Deputy President, Mrs. R. H. Kline, of Sunbury, Pa., assisted by Grand Junior Sister Mrs. J. B. Van Dyke, of Wilkes Barre, Pa. The following officers were elected and publicly installed:

President, Mrs. J. A. Sturtevant; Vice-President Mrs. L. E. Kent; Secretary and Treasurer, Mrs. C. E. Rhodes; Senior Sister, Mrs. N. Stewart; Junior Sister, Mrs. O. C. Frazier; Guard, Mrs. Joseph Young; Chairman of Executive Committee, Mrs. George Bannister; Correspondent, Mrs. G. H. Peck.

It was decided to have a banquet for the occasion, and we were much pleased to see so many of our Brother conductors present, and greatly missed those whose duties made it impossible to join us at that time.

After installation we were pleasantly entertained by interesting remarks from a number of the Brothers. I am pleased to note that so many of the O. R. C., including others that were not present, favor our Auxiliary, and surely if all work for the good of the Order, there should be no divided interests.

A true Vermonter will always prove loyal to the old Green Mountain State, so we of Vermont Division should ever prove loyal to the banner which floats over us and heralds our common need.

We have twenty charter members already and more expected to join us. We meet every second and fourth Wednesdays in each month in O. R. C. Hall, at 2:30 p. m.

Yours in T. F.,

MRS. G. H. PECK.

ATLANTA, GA.

Editor Railway Conductor:

Since my last letter Golden Rod Division has taken in several new members and continues to prosper, and we have the good news that a Division will soon be formed at Augusta, Ga. On May 23d Atlanta Division 180, O. R. C., gave their eighth annual picnic at Indian Springs, Ga., and was ably assisted by the Ladies' Auxiliary. We left Atlanta at 8:00 a. m., over the E. T. V. & G., with its fine rock-ballast track, with a big freight engine, No. 363, and Engineer T. G. Russell pulling eleven coaches full of people, and made a quick run to Flovilla, where we

transferred to the I. S. & F. Dummy Line, and under the good management of Mr. M. A. Lindsay, the trip to the Springs was quickly made. Indian Springs is a celebrated health resort, its health-giving waters being highly valued by the Indian tribes for its wonderful cures of diseases of the kidneys, indigestion and malarial and liver troubles, and now the civilized whites come from all over the south to drink its waters and pass a pleasant summer. The beautiful groves and the rippling silvery creeks trickling over the quaint shaped rocks and the old dilapidated mill race make a pretty picture and delight the eye of all lovers of the beautiful. The Wigwam Hotel and several other smaller, but good hotels, furnish all the comforts any one could desire. There was good music and dancing in the large, airy ball room of the Wigwam, and every one enjoyed themselves. There was also a bowling alley and other amusements for all. We arrived in Atlanta that night at 8:00 o'clock, and the only regret expressed by anyone was that the day was so short. The picnic was a decided success financially, as we cleared \$384.10, and divided it equally between the two Divisions, which gives us a nice sum in our treasury.

Since the great Chicago strike has shut off the sale of southern fruits in the north we are getting melons, pineapples and other fruits at almost nothing, and the railroad men are not making any money on account of the fruit shipments being stopped, that being their best business at this season of the year.

On June the 28th, Atlanta Division 180, O. R. C., gave a social entertainment at the hall of the R. R. Branch of the Y. M. C. A., and the conductors and their wives had a most pleasant time. The programme was well carried out and consisted of addresses by the Past Chiefs of the Division, and music and recitations, and then an abundance of lemonade, ice cream and cake was served, and all enjoyed themselves. During the evening Sister Walraven, our secretary, made an impressive talk and surprised the O. R. C. by presenting them, on behalf of Golden Rod Division, with a Simplex Duplicator, in token of our appreciation of the kindness shown us by the Order. Bro. Humphries, C. C. of 180, replied in a feeling manner, assuring us of the heartfelt thanks of the Order, and that the present could not possibly have been anything that would be of more service to the Division. Every day we hear expressions from conductors and their wives of the good the Auxiliary has done in getting conductor's wives closer together in their social relations, and acquainted with each other, and we believe

that our future is very bright and we will accomplish much good.

Our city is enjoying a season of good opera now, and as usual they have good houses, and a good company that deserves the patronage. We will promise all the Sisters who come to Atlanta next summer to the Grand Division to have good operas both night and matinees. We want to see more of the Sisters write for THE CONDUCTOR.

Yours in T. F.,

MRS. M. J. LAND.

ESTHERVILLE, IOWA.

Editor Railway Conductor:

Okoboji Division, No. 52, L. A. to O. R. C., may not have a large membership but it makes up in interest and enthusiasm whatever may be lacking in numbers. We have not been organized a great while, but are already beginning to feel the benefits of the new work and its associations and grow firmer in our support of it every day. At present we meet on the last Tuesday of each month only, but as soon as the weather becomes cooler the meeting days will be placed closer together.

One of our first ventures in the way of entertainment was a social given at the home of Mrs. A. E. Bradley on the evening of July 7th. Ice cream and other refreshments were served and all present pronounced it a decided success. Financially we did nicely, considering the fact that the evening was unusually cool. We feel a deep interest in all our Sister Divisions and wish them all unbroken prosperity.

Yours in T. F.,

MRS. A. E. BRADLEY.

SALIDA, COL.

Editor Railway Conductor:

Having been chosen correspondent for our Auxiliary, I will try and tell you something of our doings. We were organized on the 19th of June, and have called ourselves Columbine Division No. 54, in honor of our state flower. We started out with nineteen members, and the following officers were elected:

Mrs. Peacock, President; Mrs. Troupe Rives, Vice President; Mrs. T. F. Roberts, Senior Sister; Mrs. T. H. Perkins, Junior Sister; and Mrs. J. Burgess, guard.

Sisters J. S. Kessick, Clark and Sadd, of Denver, also Mrs. Dalton, of Pueblo, came up and put us through the work. All of the sisters are taking a lively interest, and I know we all enjoy our meeting days. Although the O. R. C. has been organized in our little city for ten years.

there has not been an auxiliary here before, therefore, they will go along in single harness no longer, for we intend to stay right with them hereafter. After the closing of our initiation a reception was given to the visiting ladies, which was very much enjoyed by all present.

The husbands of the ladies of our Order presented us with about \$30, which was a great help towards filling our treasury.

Our Auxiliary meets the first and third Thursday in each month, at 3 o'clock. We shall always be glad to have visiting sisters with us.

Yours in T. F.,

MRS. FRANK GILMORE.

BELLEVUE, OHIO.

Editor Railway Conductor:

It being some time since anything has appeared in behalf of Autumn Leaf Division No. 12, I will make a feeble attempt to do the Sisters justice. We were all most sorrowfully impressed with our loss by death of our beloved Sister, Allie Nye, as it does not seem at all like the same Division without her sweet smile. We are still small in number, we miss each familiar face. But, "in the midst of life we are in death," and can but hope it may please Him who rules to spare all our dear Sisters here and elsewhere.

We are slowly prospering, having at one of our recent meetings taken in three new members, over which we were very much pleased. The officers have all been very faithful and deserve great praise.

On April 23d, 1894, the ladies gave a banquet and ball, and all reported having a very good time. It helped to swell our treasury by sixty dollars, which we did not regret.

We are now making preparations to buy a nice organ, so we can adopt the new floor work, or at least make the old seem new with music.

If any of the sisters pass through our little town, we hope they will give us a call and promise them a cordial welcome, one and all. Our Grand President has promised to visit us in the near future, which would greatly please us.

Yours in T. F.,

MRS. F. C. F.

SUNBURY, PA.

Editor Railway Conductor:

Perhaps you can spare me space for an account of the fourth annual banquet given by the ladies of Eastern Star Division, No. 8, L. A. to O. R. C., in honor of the conductors. Snyder's Hall was the scene of the gathering, and it was well

filled with the parties most in interest. Our president, Mrs. W. H. Shaffer, presided, and did it most acceptably. After an organ solo by Mrs. Weaver, Mrs. Shaffer welcomed the guests of the evening in a brief but highly appropriate speech. In closing, she said women had been accused of being unable to keep a secret, and one of the purposes of this gathering was to prove this accusation untrue. She then ordered the committee having the goat in charge to retire and make the necessary preparations for its production. They soon reappeared bearing a handsome, highly polished antique oak altar, which Mrs. Shaffer presented to the O. R. C. in a neat little speech. Bro. Brubaker responded on behalf of the Brothers, assuring us that the gift was highly appreciated by them and would be given place among their most cherished treasures. The key was then given to the custodian, who opened the door of the altar and found a box of excellent cigars for which E. M. McAlpine returned the thanks of the Brothers. Next, one of the ladies proposed the toast "Let's eat," and it also received a generous response. After the banquet the gentlemen enjoyed a smoke. It was an enjoyable occasion and will long be held in pleasant memory by all present.

The members of Eastern Star Division wish to extend their sincere sympathy to Sister J. H. Blain in the death of her little daughter.

Yours in T. F.,

MRS. J. H. ELLENBERGER.

TOPEKA, KANSAS.

Editor Railway Conductor:

No doubt some one of the Sisters would be pleased to hear from us again. Our Division is now over a year old and we celebrated the event with a tea given at one of our Sister's on June 15th, last. We hope on our next anniversary to celebrate it with a public affair. All the ladies and children of the trainmen and a few of the gentlemen met at one of the parks in the city, recently, with baskets full of good things to have a picnic. The children seemed to enjoy it and I am sure the rest of us did. If you want to get acquainted, just go to a picnic. We reorganized our sewing society at our last meeting and are going to see if we can't help someone that is in need, this winter. We expect there will be a great many, the times are so very hard for men who are out of employment and their families.

Yours in T. F.,

E. E. F.



Editor Railway Conductor:

At sea without compass, sail or rudder. That is just the condition in which some members of our Order find themselves to-day, with a few threads fluttering from an otherwise bare pole, where only a few short days ago was the proud emblem bearing the mysterious sign "A. R. U.," which was the standard of an order that was brought into existence to destroy all other labor orders. I am surprised to see that any members of the O. R. C. were so easily entrapped into a scheme to destroy the old ship which has borne the old flag so proudly over the tempestuous seas of the past, even when so bitterly assailed by her bitterest foe who is now second in command of the A. R. U. When he was first in command of the B. R. C. he suffered inglorious defeat at the hands of the O. R. C., who afterwards took its members into its confiding arms only to find that they were largely composed of men of a restless, discontented disposition, who were unwilling to submit to the majority rule. If you will closely look into the matter you will discover that a large majority of the O. R. C. members who did go out in the Debs and Howard strike, were former members of the B. R. C., Howard's old order. This I fully expected, and was not surprised when it came. I was, however, surprised to learn that some others were weak enough to be led into so uncalled for and ill advised a strike as the one that the whole country has been afflicted with; no reason no grievance, no violation of contract, no misrule on the part of our officers to resent. What, then, had we to strike for? Nothing but to simply satisfy the greedy ambition and revenge of two men. This must be so, since they have shifted it from one cause to another until their own membership are at a loss to-day for a reason why they struck. First it was a Pullman strike, then a strike between capital and labor; last, but not least, a strike to compel the managements to take back into their employ the very men who were the direct means of bringing about all the trouble, a thing they themselves

KANSAS CITY.

would not do were they placed in the positions of the managers. I would like to have some one point out to me the connection the Pullman shop men have with an engineer, a fireman, a brakeman, a switchman or a conductor. Is it because they build the cars that the latter handle upon the several railroads? If so, then you are just as much interested in the man who digs the coal that fills the cars and fires your engines, or in the man who plows and plants the corn which furnishes the major portion of the business of our western railroads, that gives us all work; in fact, I can scarcely see any chance for us to do any thing but strike, if we are to go out on a sympathetic strike every time trouble occurs, and there is scarcely a week passes over our heads when you cannot find some poor dupes that are being deceived into a strike by an unprincipled lot of agitators, whose only interest in them is a desire to further personal ends. It has always been my opinion that the agitator was a far greater enemy to labor than the capitalist, and this, I believe, can be readily proven by following the history of the late unpleasantness. Prior to that time the railroads were all running to their fullest capacity, many of them running trains that were a dead loss during the long continued hard times and you will admit that that condition of things would have continued had not the strike been ordered and a whole lot of men turned topsy turvy, and commenced to walk on their heads, and consequently lost their situations. Now, what does the agitator pay you for your new situation, the one you accepted at his hands when you voluntarily gave up your position on the railroad? Does he pay you from a hundred to a hundred and fifty dollars per month? No; what then? Sympathy? Yes. Can you live on sympathy; can you clothe yourself with it? No. What is it good for, then? Simply to sorrow for a friend. Better far for your friend that you remain in your position, then you could render him valuable service in money as well as sympathy, which is much better to one in a starving condition. Nine out of ten strikes would not

occur if the agitators were driven from the field. None of them can be a success without a justifiable cause, which will carry with it public sympathy, and this cannot be done by afflicting the public in such a manner as they have been afflicted in the late strike. We are all capitalists in this country; our capital is our labor, and if properly invested brings an average good interest, payable monthly from fifty to one hundred and fifty dollars per month. If we take it out of business it ceases to be an earning medium, and the original capital wastes away; just so with a man of millions. What would labor be worth in this country or any other if it were not for capital? Let common sense and good judgment be our dictator. Let us not be led by men who, if we will sit down and calmly thing for a few moments, we must conclude have no interest in us other than their own selfish interest. Let us stick by the old ship, and be not afraid that the defeat of an organization founded as the A. R. U. was, can in any way bring disaster to an organization that has at all times proven its loyalty to its principles, and I am satisfied that when we meet in Atlanta, Ga., in our next G. D., our grand old banner will be cleaner and its stars shine brighter than they have ever shone before.

W. WELSH.

EMPORIA, KANSAS.

Editor Railway Conductor:

Seniority appears to be the all-absorbing topic of the time, and perhaps you will give me space for a few words regarding it. I am, always have been and always will be firmly opposed to seniority, and it seems to me the time is ripe for a determined stand against it. It must ever be a curse and a stumbling block to men of merit, though those who do not care to work for advancement may find in it a friend. All honest men will readily admit that ability and zeal in the service furnish the only true standard, and most of them, I am confident, are willing to be measured by that standard. Of course, a large number of good men have been misled by the specious arguments advanced in favor of seniority, but I believe they are beginning to open their eyes to their error and soon will all be found on the right side. Seniority injures the experienced brakeman as much as it does the conductor. No conductor who gives that ability and interest to the service necessary to make him a valuable man is going to keep the deserving brakeman down. Both should unite in doing everything in their power to discourage the hiring of inexperienced men and thus cut off the constant additions to the already large army of unemployed railroad

men in this country. The quicker seniority is throttled the better it will be for every department of the railway service.

Yours in P. F.,

J. F. WILSON.

LINCOLN, NEB.

Editor Railway Conductor:

On the 18th of July, last, the members of Claude Champion Division No. 227 attended the second annual picnic of Division 246, given in Dillon's Grove, at Tecumseh, Neb., one of the finest picnic grounds in the state. Through the courtesy of Gen. Supt. T. E. Calvert and Supt. E. B. Bignell, we were given a special train from Lincoln. It was composed of four coaches drawn by engine 33, in charge of Engineer H. E. Moore and Fireman C. Nelson, while Conductor P. J. Cunningham, of the Irish Mail, looked after the comfort of the passengers. Mayor W. R. Barton, city, Clerk S. R. Scott, assisted by the other officials of the city, members of the council and prominent citizens, officiated as a reception committee and did everything in their power to add to the pleasure of both Divisions and their friends. The picnic grounds, Tecumseh band, opera house, transportation to and from the grounds, were all furnished free. Our train left at 9:55, reaching home at 11:10 p. m. with a crowd of enthusiastic picnickers. All were loud in their praises of treatment received at the hands of the city and railroad officials and citizens generally, and voted it the best time they had had for many a year.

Yours in P. F.,

O. S. WARD.

ST. LOUIS, MO.

Editor Railway Conductor:

P. T. Barnum once said that the American people "liked to be humbugged," and judging from the dimensions of the recent strike and the real causes leading up to it I can but admit that his assertion was true. But of all the humbugs posing before the American people to-day I brand Eugene V. Debs and George W. Howard the greatest. While they are posing as the friends of labor and labor organizations a glance at the history of labor organizations will convince the most skeptical observer of events that they are wolves in sheep's clothing—in short, the would-be assassins of all legitimate railway labor organizations. The American Railway Union was formed for the express purpose of crushing the life out of these organizations and incidentally as a money-making scheme for its promoters. At a meeting held in this city about seven months ago Eugene

V. Debs made the statement from the stage that he would devote the rest of his life if necessary to the breaking up of every legitimate railway organization in existence. Howard never missed a chance to make the same boast, with a big *I*. The question will naturally present itself to the reader, "Why this animosity on the part of these two men against these organizations of railway men?" The answer is simple. They were unable to use the old organizations to further personal ends. Howard (never true to it) was expelled by the O. R. C. for violation of his obligation and has—while claiming membership in it—done all he could to injure it. His connection with the B. of R. C. and the very shady closing up of the affairs of that organization are well known. Unsatisfied, soaring ambition, personal spite, greed and treachery, allied with natural disposition to stir up strife and make mischief on part of Debs, Howard and Rogers led them to put their heads together and as a result the American Railway Union was sprung upon the American people who, as we said in the beginning, "like to be humbugged." Their organizers were instructed in the methods of sowing the chaff calculated to catch the unwary. They were instructed how to approach the members of organizations and solicit them to become supporters of the illegitimate child foisted upon the great family of railway wage workers.

They were instructed to impress upon the mind of the would-be victim the fact that one of the beauties of The American Railway Union was that they did not ask or want him to withdraw from his class organization, but to retain his membership by all means—but "join us; it is cheap; one dollar admission and one dollar a year dues, and we will give you ninety days to pay the dollar." This is the kind of chaff which caught the birds on which these vultures feed. Having by such representations and false promises of financial assistance in case of trouble, obtained a sufficient following to feel secure in their position, they began to look around for an opportunity to strike the final blow—their master stroke—which would fulfill their public avowal of purpose, and at the same time gratify their highest ambition by disrupting the legitimate railway organizations which had declined to be further polluted by them.

What means did they adopt to do this? Knowing that through being well organized, the employes on all important lines had, through their different committees, secured contracts which were advantageous to themselves and satisfactory to their employers, and that no dissatisfaction existed among the railroad men, they went out-

side of railway circles entirely and took up the grievances of a lot of unfortunate carpenters, mechanics, etc., who blindly trusted them, and sent forth their order to strike.

Strike, though your children are crying for bread; Strike, though you know not how they will be fed; Strike, though all industries paralyzed be; Strike for Howard and strike for me.

DEBS.

Having done this, the object of their solicitude in keeping the ranks of the different organizations unbroken up to this time becomes apparent. The strike at Pullman is on—the boycott declared. It is then that the members of these organizations are called upon to declare themselves as loyal to their class organization, which has done so much for them mentally, morally and financially in the past few years, or to support this alien organization into which they have been buccooed. What is the consequence? A great many having faith in the promises of these humbugs obey their orders blindly, never stopping to think of wife and children depending on their daily labor for bread; never giving a thought to the self-evident fact that a promise of support as a reward for their treachery to their legitimate class organization cannot be fulfilled. Finally, to sum up the American Railway Union, what have we? We have a heterogeneous mass of humanity; an organization with no foundation but the false promises of the leaders and agitators, with no excuse for existence, and no resources except the gullibility of the working classes and the afore-mentioned fondness of the American people for humbugs of all kinds.

I do not wish to be understood as fighting for the corporations; such is not my purpose. They are better able to fight their battles than I. For the men at Pullman I have the deepest sympathy. Their cause is just, and had they been unmolested by these arch conspirators and made a fight on the merits of their case they would have received the unanimous support of all laboring classes and the public at large. My fight is solely against this anarchistic monster which has risen in our midst and is stretching out its death-dealing arms in every direction, destroying everything before it; sacrificing life and property, and even threatening the life of the greatest nation on earth, and all this is done to carry out the private ends and aims of two or three individuals by accomplishing the annihilation of all legitimate railway labor organizations. But smart as they are they have overreached themselves at last. By soliciting and accepting the aid of the different trade and labor unions they have assumed an obligation which they can never cancel.

Their watch word, "The injury of one is the concern of all," must now apply to every class of labor affected by the recent order of Grand Master Workman Sovereign, and hereafter, whether it be the grievance of a carpenter, blacksmith, waiter, street sweeper or any other tradesman, the American Railway Union must, if it act honorably with these men, cause the same scenes to be enacted as have blotted the fair page of our nation's history for the past fortnight. But there are none so rash as to presume that Messrs. Debs and Howard intend to fulfill the obligations they have taken, and the public at large must readily see that if this fight is won by the American Railway Union with their unreasonable demands and anarchistic methods that the peaceful operation of our great arteries of commerce will be only a thing of the past.

ED. E. WILLIAMS.

KNOXVILLE, TENN.

Editor Railway Conductor:

Please allow me to "run around" the Brother who writes from Division 139, in order that I may express my opinion and show my interest in the future of our Order. This Brother deserves much credit for the interest he has always taken in the affairs of the Order, as well as Division 139, of which he is a member. Our Division has been, heretofore, a little extravagant in its contributions for this and that charitable purpose. We have reformed considerably in this connection in order to equalize receipts and expenditures, though we yet remember the "Home for Aged and Disabled Railroad Employees."

The ten per cent reduction on the E. T. V. & G., together with a general falling off of business to about fifty per cent has made it hard, even for members who yet have regular runs, to pay dues and assessments, besides the individual contributions which are expected of everybody. I suppose the situation is equally annoying throughout the whole country, as the hard times have greatly increased the number of sick, disabled and otherwise suffering humanity, and of the maintenance of this class the railroad man is expected to bear his part.

The result is that his wife gets but little spending money after his month's wages have gone through this trying process of distribution.

Brother Pomeroy's letter interested me very much, but it seems to me that it would be well to be careful in making reference to religious societies as compared with the A. R. U. We can't expect public sympathy in our behalf, unless we are understood to be in touch with the moral and religious improvement of the public at large, as

well as of our own Order membership. Perhaps if we properly understood Brother P's meaning in this connection we would not be so quick to criticise; though we must admit that if not clearly understood such expressions from members—who have the influence of which many of our writers can boast—is calculated to discourage a Brother who depends upon religious association for moral strength. Brother Mox, how lonely you must have felt at the special services of Dr. Stewart's church. From the time you describe your feelings in connection with the attendance till you signed your name I followed you up closely in each line with my deepest sympathy.

Great will be the life of a member who advocates a higher standard of morals in our Order. In many instances we turn our back on church people who seek to help us, and while they spare no pains to afford us real enjoyment we repay them with derision.

When we are convinced of the fact that business integrity is in a measure sustained by real moral worth, we will have then attained that force of character which is intended to be conveyed through the teachings of the Holy Bible—the foundation of all fraternal connections.

"The fatherhood of God, the brotherhood of men."

I hope I'll not be termed a "world reformer," but as a sincere member am interested in the welfare of O. R. C.

Yours in P. F.,

"EXTRA," DIV. 139.

COLORADO SPRINGS, COL.

Editor Railway Conductor:

"The sympathy of a sympathetic strike never extends to the general public."

How true this is, and it does seem as though the past experience of some of the older members of the O. R. C. would have the effect of forever imprinting the above trite saying indelibly upon the mind of every Brother. There is no doubting the fact that the Order, as an Order, has passed safely and triumphantly through a very trying period in its history in the position it assumed during the recent strike, and it is certainly entitled to great credit for the confidence displayed by its members in its laws, and executive, in declaring "Hands off." In the minds of many of us the strike was unwarranted and ordered by an illegitimate organization. The term, illegitimate, is applied for the reason that the A. R. U., as originally established, had, apparently, no other purpose in view than the demoralization and disintegration of the old orders, which have been in

the past, and are to day, the most successful in maintaining right and justice between employer and employe.

Sympathetic strikes never have, and never can be, successful, from the very fact as above quoted. We all know the conditions and surroundings of employes of railroads are different in their wants and necessities in the many localities, altitudes and climates, which our far reaching Order covers, reaching from Canada to Mexico inclusive, thus showing that our own requirements are many and various.

Now, it does seem that, when we have taken care of our own interests within a scope as above, we have done well, and should be satisfied without trying to shoulder the burden of all classes of labor, of which the A. R. U. was composed. I say "was," for it is very apparent that the promiscuous gathering, under that name, is "busted." And, Brothers, why should it not be? The very bone and sinew of their institution was to be recruited from the ranks of the old organizations, many of whom had received benefits not to be forgotten, and formed friendships ever to be cherished in the organizations they have held membership in for years. Was it to be expected that these men would throw down their old and tried weapons for those untried? No! and they didn't, for it don't require much of a philosopher to know that one cannot safely carry water on two shoulders at once.

We are indebted to our old orders for our social and financial condition, which, we must all admit, is superior to that of the years past, and can we ever expect to gain anything by sacrificing old ties and allowing ourselves to be drawn into a combination such as the A. R. U.?

The error into which such a combination is liable to fall—as the past has shown—under men who are not entirely wise, or American, in their methods, is a dictatorial assumption of power over the railroad corporations, which certainly have some rights, as organized capital, that even organized labor is bound to respect.

The danger, when two great interests are brought into a prolonged conflict with each other, is that not only the employer and employe are put to great loss; an irresponsible public are made to suffer, consequently the sympathy of the public subsides, and when that occurs, virtually all is lost. This can hardly be denied, as it is a well known fact that, in the end, public opinion decides all great questions.

In the minds of some it has the appearance that the leaders of the A. R. U. have been more largely concerned in the effort to exploit themselves than to do justice and right. And those

who have the interest of organized labor really at heart can not be too earnest in condemning their course of action. The American people are becoming too enlightened to allow such an alien and barbarous weapon as the "boycott" to win at the cost of life and the institutions of good government.

If the principle is sustained that the railroads have no voice in the management of their own affairs, then the rights of franchise are at once sacrificed and all is chaos; while, on the contrary, should law and order prevail in all our undertakings, and our discussions be conducted in reason and with common sense, then our orders will flourish and accomplish the good intended they should.

The idea of intimidation of capital and the terrorizing of the country at large, in defiance of the government, must be abandoned, else we can never expect to gain the end for which we are striving. There is but one course to pursue, which is the pathway of patriotic duty, from which comes all good citizenship and good government. And I wish to state here, there can be no one more desirous of securing the highest pay possible for our labor than I, and I have worked hard to that end, but we must act with reason and in a business like way, for, unless capital can operate at a profit, it will not operate at all, and directly capital discontinues to invest and develop in any given channel, just so soon are the wheels of commerce in that channel stopped. Then what follows? Labor is stopped.

In conclusion, I wish to say to the members of the Order of Railway Conductors who remained staunch and true to their Brothers and the principles of our Order, believing its executive, aided by the best constitution and by-laws of any organization of labor in the world, are fully able to protect our rights as held in the contracts with the various railroad companies, to those I say, well done, be true and keep steadfast.

Yours truly in P. F.,

S. P. MADEIRA.

MACON, GEORGIA

Editor Railway Conductor:

As nothing has appeared in the columns of THE CONDUCTOR from Division 123 for some time, and some of the Brothers are wondering what has become of their correspondent, I have decided that it is time to make an effort in that direction, though I fear it will be a very poor one. I am, at present, in a position where there is little chance of gathering news that will be of interest. Division 123 is in very good condition having had several additions of late, both by in-

itation and transfer. We have had very good attendance at our meetings and much interest is manifested by the most of the Brothers. At our annual picnic in June we added a small amount to our treasury, laid by a few dollars for emergent use, and all who attended had an enjoyable day. We claim the largest crowd and best conducted outing of the season. The most of our Brothers are at work and apparently satisfied. We have two Brothers who have been laid up on account of sickness for some time, and am sorry to have to chronicle the death of three Brothers so far this year. Brother E. H. Smith, who died in Atlanta, Ga., May 14th, with disease of a lingering nature; Brother J. A. Rhodes died at Ft. Valley, July 6th, after a short spell of fever—Brother Rhodes was the very picture of health and in the prime of life; Brother J. F. Nelson was shot in the back Sunday, July 22d, by a negro passenger on the Brunswick & Western R. R. while in the discharge of his duties.

The Order is very well represented at this place, in the way of officials, on the C. of Ga. Brother C. L. Bruner being trainmaster of the Main Stem division; Brother J. H. Hall trainmaster of the south-west division, and Brother T. K. Hunsaker general yard master. All of them are efficient men and highly respected by all the Brothers.

I cannot agree with Brother S., of Topeka, in regard to seniority. It is the worst curse the conductors have ever had to contend with.

If this shows up all right I may be tempted to try again.

Yours in P. F.,

W. C. Davis.

COLUMBIA, PA.

Editor Railway Conductor:

It may, perhaps, interest the Brothers generally to know that Division 331 is still in the land of the living. Our membership keeps up well and there is no falling off in the solicitude felt by them for the general good of the Order. Of late our attention has been forcibly directed toward our insurance laws, especially toward the provisions governing the payment of disability claims, and upon that question I have a few words to say. We have a brother who was so unfortunate as to be stricken by paralysis February 26 last, paralyzing his left side and rendering him completely helpless. He has been a member of the Benefit Department since 1886, but now that he is helpless, if I understand the law aright, he cannot draw a cent. He must pay all of the assessments as they come due, but that is impossible as he is earning nothing. The end will be that he will

be obliged to forfeit his insurance and lose every cent he has paid in, without deriving a particle of benefit therefrom or being in any way to blame. It is a rank injustice and one our Order should not permit. What do we pay our money for if it is not to meet just such claims as this. I hope that the Grand Division, when it meets at Atlanta, will wipe this law from our statutes and make provision for meeting this class of cases. Let us hear the sentiments of some of the Brothers upon the question of paying benefits in case of paralysis.

Yours in P. F.,

"GROWLER."

KANSAS CITY, MO.

Editor Railway Conductor:

A recent issue of *The Railroad Register* contains a plea from "Simplex" for the B. of L. E., B. of L. F., B. of R. T., S. M. A. A., O. R. T. and O. R. C. to come to the aid of two men in a struggle to the death with the railroads; a struggle without a cause; a struggle that has brought disaster and death in its path, and has paralyzed the commercial and industrial interests of this country to a greater extent than any panic we have had in forty years. For what purpose is this assistance asked? To give back to the employes of Pullman the pay they originally were getting? No; that was only a pretext to start a war to the death against all other railroad labor organizations. The bitter hatred of the leaders of the A. R. U. towards the others is what created the desire to destroy them, and to accomplish this thousands of good, honest railroad laborers have been duped to the extent of losing their positions, entailing untold suffering upon themselves, as well as upon their innocent wives and children. They tell us this strike, if lost, will be the end of liberty, will be the end of all of our orders. I believe this will be the best thing that ever happened for our orders. The conservative actions of the heads of all the old orders has clearly demonstrated the fact that they were not men who could be led from the path of duty by every labor agitator who might happen to come along.

The clear and concise words of advice of Arthur to the Engineers, of Sargent to the Firemen, of Wilkinson to the Brakemen, of Barrett to the Switchmen, of Powell to the Telegraphers, and of Brother Clark to the Conductors, gave evidence of their ability to take care of our orders and of the confidence they had in the large majority of their members. They tell us if we allow this struggle to spend its life's blood, our grievances will begin; they don't say what would become of us all if the A. R. U. are victorious in "the struggle for its

life," as "Simplex" puts it. They don't tell us that the A. R. U. has already threatened to turn all of our charters to the wall, a threat they have clearly demonstrated they are unable to carry out. What few members the O. R. C. (and I have no doubt this will apply to all the others) has lost will not be an injury, but I believe, in many ways, will purify and strengthen the Order. It will rid us of a part that we should never have taken into fellowship. Then, again, "Simplex" says, "*Save your honor.*" How? By joining in the destruction of property? By joining to defy law and order—by obstructing the federal government in the discharge of its duty—by compelling helpless women and children to remain for hours cooped up in coaches with a lot of howling demons standing around and menacing their lives—by depriving helpless women and children of food and water—by applying the torch to the property of innocent people? This is not the way good American citizens "*save their honor.*" They don't burn bridges and saw off timbers in order to precipitate a train load of humanity into a river and then shoot into the cars as they are toppling over to still further carry out their hellish purpose.

Then, he says, you can terminate this struggle by a single word, clearly showing the weakness of their order and demonstrating the fact that the managers of railroads would respect the chiefs of our several orders when they won't listen to this big mushroom concern that calls itself a railroad organization and takes in stevedores, coal miners, teamsters, farmers and all and everything that presents itself and has the required amount to pay for initiation.

All hail to our chiefs! They are worthy our greatest respect, and they will have it. Our orders will come out of this great useless struggle without a blemish; purified and strengthened; with honor and a far better possibility of settling all grievances than they ever had before, and will live long after the leaders of this, the most disastrous strike this country has ever seen, are forgotten by all except those whom they have ruined. While we have the deepest sympathy for many who have been drawn into this trouble by the promises of the agitators, we feel that they ought to have had reason and to have listened to both sides of the question before going out and thus bring disaster upon themselves as well as upon those who had confidence in their good judgment. The lesson taught by this strike will cost many lives and millions of dollars, and still there are thousands who will, at the first call from a leader, jump over the fence and sacrifice all, forgetting the many failures of the past that have been wrought by

following the lead of men of whom they knew but very little. Let us be satisfied with a membership in one labor organization, then we know just where we are and cannot antagonize an order, as well as ourselves.

W. WELSH.

INDIANAPOLIS, IND.

Editor Railway Conductor:

I have carefully read the letter in the June CONDUCTOR of my good brother and friend, W. Welsh, of Kansas City Division No. 55, and fully agree with him that it is not necessary to have as many grand officers as we have at the present time and have had for some years. Many members find it difficult, in these times, to pay their local dues and assessments for insurance, and the assessments for our grievance committee work, and also protective fund assessment, which, by the way, was not made this year through the good judgment of our Grand Chief Conductor.

Make the Grand Division dues one dollar per member per year, and let every member of the Order that wishes any benefit from the Order attend his Division meetings, that he may be thereby able to receive the benefits that he is entitled to from the same.

I fully agree with Brother Welsh, in the Lehigh Valley strike, in regard to our Order paying non-union men. I would like to know what right those who do not belong to our Order have to expect pay from our protective fund. Should they desire these benefits, why don't they become identified with us by joining our ranks, taking our obligations, paying the initiation fee and dues, as well as our protective fund dues, for the protection of themselves and their families, and until they do this, let us assist only those that give us their assistance, regardless of what any Grand officer may or may not have promised. Let us follow the law strictly, as has been placed upon our statutes by a legally constituted majority of the Grand Division.

I am one of those unfortunate permanent members that Brother Welsh desires to have sidetracked. I desire to take issue with him on this point, not because of the fact of being a permanent member, but from the fact that my Division has complied with the strict letter of the law by sending me to four consecutive sessions of the Grand Division with the view to securing one of the highest honors that a subordinate Division can.

Is it not a fact that a majority of these permanent members have stood by the Order and for the Order for these many years and in all its dark days, and now do you desire, from the fact of their being permanent members and not in active

service, to side-track all of them? May not our good Brother, being unfortunate some of these days, be placed on the retired list, and, in the event this should happen, being one of these permanent members, and with the others fired from the Order after years of service, how would he like to take his medicine?

The writer does not agree that these permanent members do not have the same interest in the welfare of the Order as those that are in active service. I believe, in a large number of cases, they take more interest in attending Division meetings and Grand Divisions and are as fully, if not better, posted in the welfare of their Brothers and the Order as any that are in active service. The writer has not missed a regular nor a special meeting of his Division for the last six years, except when he was in attendance at the session of the Grand Division as a regular elected delegate, and while there assisting every moment of the session in the work of the Grand Division.

How many of your active members can produce a record like this, and many others of the permanent member class?

Surely Brother Welsh is not desirous of kicking these old wheel horses out after their many years of faithful service in assisting to build our glorious Order up to its present standard and assisted in winning these laurels. Personally, I say, no, sir, a thousand times no. My motto, "Once a conductor, always a conductor; once a permanent member, always a permanent member," so long as I am in good standing in my Division.

I love my Division and the Order. I enjoy the general prosperity of each. I shudder, however, at the thought that the time will ever come when this law, so wisely put upon our statute books years ago, will be obliterated. This class of our membership are passing away fast enough as it is. Let us encourage them and receive their wise counsels, and let the law remain as it is.

Come let us reason together. Be true to our Grand officers and our Order.

Yours truly in P. F.,
HARRY M. MOUNTS.

TOPEKA, KANSAS.

Editor Railway Conductor:

Since Division 179 has no regular correspondent, it probably devolves upon me to report to the Order at large that we are still in the ring, and but little disfigured. In fact, our Division is in a flourishing condition, having a membership of sixty-three and an average attendance upon our meetings of twenty. The general grievance

committee of the A. T. & S. F. system has been in session here and the members attended our meeting in a body yesterday. They were as fine looking a body of men as one would wish to see and were given a cordial welcome, you may be sure. We will send you their photo's as they appeared when last seen yesterday. By the way, we have a degree team in 179 of which we are not a little proud. All who have seen them work say they are the best in the country. The following Brothers make up the team: D. I. Furbeck, captain; Elmer E. Hay, C. C.; J. H. Griffith, A. C. C.; D. N. Myers, S. C.; D. F. Shafer, J. C. As we have nothing for them to do at the present time, these gentlemen will be glad to visit any neighboring Division having need for their services, and you may be sure they will exemplify the work in good shape.

Yours in P. F.,
J. H. DODD.

In Sacred Memory.

The following tribute is offered in memory of the beloved sons of Conductor and Mrs. James Budd, who were drowned while bathing in the Mississippi river at Burlington, Iowa.

Before we know it the shadows come,
And the light sinks down in the cold, cold sea;
A blight has fallen upon a home—
Two blossoms from a fragrant tree.
Our hopes, and visions, and rainbows bright,
Are hidden behind a blackened cloud,
The day is swallowed up in night—
And the heart strings torn and bowed.

Patient and loving throughout the years
The parents had guided these two dear crowns,
And who could number the bitter tears
They shed as the sun went down.
As the sun went down on that fatal day,
The mother waiting her boys to come;
Ah! who could but weep at the sad, sad news
□ That was borne that night to their home.

Their darling boys,—loved all the more
For being so young in years.
Called from health to enter death's door—
So much more bitter the tears.
Home with them was a paradise,
Their futures so bright and fair,
And the light that shone from their loving eyes
Made their star of evening there.

To the parents and friends on earth alone,
Whose fondest hopes and love are crushed
With as deep a sorrow as ever was known,
All the sweet home music hushed,
May God, who tempers the wind and wave,
Bring to your hearts His peace and calm.
They sleep a sweet sleep in the silent grave,
They rest by the sheltering palm.

CLARA B. ROUSE,
Grand Rapids, Mich.



Mutual Life Insurance in the Courts. 1. Assessment Certificates—Misrepresentations.

The Supreme Court of Missouri has decided that under section 5849 of its statute for 1889, which provides that no misrepresentation made in obtaining a life insurance policy shall render it void unless the misrepresentations contribute to the contingency on which the policy becomes due, hence will not apply to policies on the assessment plan, where such statute provides that a company doing business under the provisions of the general insurance law unless it is so declared in the statute. Also, where such life insurance certificate empowers the association's board of directors to levy assessments by special notice, such power is within the meaning of Art. 3, Chap. 89, relating to insurance on the assessment plan, though it further provides for certain fixed premiums.

Hanford vs. Mass. Ben. Assn., Mo. S. C., May 14, 1894.

Note. To the question, how long since you were under the care of a physician, was answered by appellant, "not for many years." It was proven that he was in the hospital at least three times during the year previous to his making application. The court holds that the association is not liable on account of such misrepresentation.

Mutual Benefit and Accident Insurance—Cause of Death—Evidence.

1. In an action appealed to the Indiana Supreme Court on an accident and benefit policy providing that the benefits should not extend to death caused by bodily infirmity or disease, and it appeared that the insured member suddenly fell, striking his head, there being no evidence of any external cause for the fall, and the uncontradicted testimony of the experts who conducted the post mortem showed that the heart and brain were generally diseased and this caused the fall and death, held, that an affirmative instruction for defendant was properly given.

2. The fact that persons meeting the insured member observed nothing in his appearance to

indicate ill health raises no conflict as to the existence of the disease testified to by the experts. Neither does the fact that his widow was put to expense in obtaining proof of the insured's death estop the association from avoiding the payment, where it does not request the proofs and inform plaintiff that it would contest the payment. Judgment for defendant affirmed.

Sharp vs. Commercial Travelers' Mut. Acc. Assn. of Indiana, Ind. S. C., April 25, 1894.

Insolvent Corporation—Appointment of a Receiver for Assessment Association—Attachment of Company's Funds.

1. The Massachusetts Supreme Court holds that where funds of a corporation were attached by plaintiffs, who had a claim, and subsequently a bill for a receiver was filed, and a receiver appointed, and the funds were paid over to the receiver, by order of court, without prejudice to the rights of attaching parties, the claims of plaintiffs for sick benefits, if allowable to be proved, should be preferred, to the extent of the property attached.

2. The appointment of a receiver of a corporation organized to insure lives on the assessment plan, is not a bar to suits brought against it before the bill for his appointment was filed, nor do such suits abate by the appointment.

Page, et. al., vs. Supreme Lodge K. of Mass. of Protection, Mass. S. J. C., May 18, 1894.

Note. Plaintiffs became members and when such became sick and disabled, and could receive sick benefits. Their claims were refused by the subordinate branch and certified to the grand body. The supreme body neglected to pay the claims, although it had sufficient funds to do so. Thereupon, the plaintiffs held to pay further assessments until their claims were adjusted. This not being done claimants brought suit and attached the association's fund bank, and the court holds such attachment for acc to the extent of their claims.

Action on Certificate—Certificate of Positive Physician's Testimony—Waiver of Premium.

The Supreme Court of New York decides in

1. That in an action of a life certificate, a physician's certificate of the cause of death, offered in evidence by plaintiff, does not bind plaintiff as an admission of all the facts recited therein, but is an admission only of the cause of death stated.

2. That testimony of the physician of the insured member as to what he treated him for before the policy was issued is under Code Civ. Proc. Sec. 834, which prohibits a physician to testify as to communications made to him by his patients, properly excluded, where the physician testifies that the information on that subject was necessary to enable him to treat the insured.

That by offering in evidence a certificate of cause of death given by a physician of the insured, plaintiff does not thereby waive the provisions of the code forbidding a physician to testify as to information received in the cause of professional employment. Plaintiff's judgment reversed.

Edmond vs. Industrial Benefit Assn., N. Y. C., May 8, 1894.

Note. Payment in this case was refused on the ground that the representations of age and health contained in the application were untrue, and the evidence failed to show a breach of the warranty. The evidence was found in the proofs of death of the insured member, which proof consisted of a certificate of the physician containing, among other things, the opinion of the cause of death, the diseases of which he died, and contained also, a statement that during a certain month he had prescribed for the insured for a disease known as "cancer of the stomach." But the court rules this out on the ground of it being privileged communication, and inadmissible under the code unless there be no evidence of waiver. The court committed no error in its finding in favor of plaintiff.

Massachusetts—Mutual Benefit Society—Distribution of Assets.

Massachusetts Supreme Court holds: That when a mutual benefit association, branches in several states, becomes insolvent a receiver is appointed in Massachusetts, the principal and reserve funds should be proportionally distributed among the certificate holders regardless of their residence, to which end certificate holders who have attached property of the association will be excluded from any share in the funds unless they release such attachment or account for the property in their possession.

As to who are members and entitled to a relative share in the fund, should be determined by the constitution and by-laws of the association.

Graham, et. al., vs. Mutual Aid Society, Mass S. J. C., May 18, 1894.

Note. The decree rendered on the receiver's report in this case, and appealed from, is modified to mean that the receiver has power and should collect and receive property of the corporation found outside the commonwealth, as well as within it, and the holders of certificates residing in other states as well as this should present and prove their claims before the receiver, who is authorized to hear and pass upon the claims, and where not presented before a certain time named should be forever barred.

Train Service—Statutory Penalty—Declaration—Demurrer.

In an action against a railroad company to recover a statutory penalty for failure of an engineer or train-servants to sound the whistle before crossing a highway, *held*, that a declaration which does not state in what direction the train was going, the time of day when it crossed the highway, and the character of the train, whether freight or passenger, is bad, when met by a special demurrer. Judgment reversed.

Ohio & M. Ry. Co. vs. People, ex rel, Van-Gilder, Ills. S. C., April 2, 1894.

Employe and Master—Assumption of Risk.

In an action for personal injuries, on appeal it is

Held. 1. That one cannot sue a railroad as an employe and recover as a passenger.

2. A superintendent of construction and civil engineer, in requesting a bridge superintendent to go, in the course of his employment, to a point on a line in course of construction, and not open to the public, is not, in behalf of the company, inviting him to ride as a passenger on a construction train. Hence, the judgment in favor of plaintiff is reversed.

Evansville, etc., R. R. Co. vs. Barnes, Ind. S. C., May 28, 1894.

Liability for Acts of Company—Wrongful Ejection.

1. A conductor is not such a public officer that the company will be free from liability for his wrongful ejection of a passenger under a mistaken idea that the latter was about to violate the rules of the company.

2. On trial of action against such company by a passenger for assault and wrongful ejection by its conductor, an instruction that passengers must obey all needful rules for the regulation of their cars or trains, and that smoking or the use of obscene or abusive language would justify his ejection, is equivalent to one that plaintiff must show that he was riding peacefully and quietly.

3. On such trial for such wrongful ejection, it is competent to show that the assault was continued when plaintiff tried to re-enter the car immediately after being ejected. Plaintiff's judgment affirmed.

D. T., etc., Ry. Co. vs. Reed, Colo. C. of App., April 9, 1894.



In the *Review of Reviews* for August, Dr. Albert Shaw gives an effective description of "Toronto as a Municipal Object Lesson." The Canadian municipality, it seems, has much to teach our leading cities of the "States" in some departments of city government. The street railway franchises and regulation of the telephone monopoly are points of comparison which are especially suggestive. The article is elaborately illustrated.

There is much food for thought in B. O. Flower's paper, "Then Dawned a Light in the East," in the August *Arena*. Its spirit will especially kindle the larger social hope of the young men and women in whose hands rests the future. It is a striking and instructive contrast of civilization in Rome in the Augustan era, in Athens and in Palestine with the civilization of the western world of to-day. It shows how history repeats itself with a vengeance—but the author believes, in spite of all, that humanity is rising.

The leading features in the August number of *St. Nicholas* are "The Admiral and the Midshipmite," a humorous story of boy nature by Mary Murdoch Mason; "American Bicyclers at Mont St. Michel," by Edward H. Elwell, Jr.; the serials by Miss Molly Elliott Sewell and Howard Pyle, both of them exciting stories of adventure; "G. Whillikens," by James Barnes, an account of the clever capture of a big trout; "The Bears of North America," by W. T. Hornaday, with particular reference to the fierce grizzly; and "How Meta Saved the Mill," by Elizabeth Worthington Fiske.

Lovers of sport and healthful exercise will find much to interest them in *Outing* for August. East, West, North and South contribute their share of pleasant reading. Gypsy camping, elk hunting, grouse shooting, coon hunting, muskallonge fishing, mountain climbing, cycling, and a valuable history of the New York Yacht Club are

among the many interesting stories worth sporting readers. The department is strong

The future of the Anglo Saxon race, to an acute observer, above him, the American beneath him. Newport share of both species, the unusual advantage of both to it, with the consequent cumventing each of them.—*Scribner's Magazine*.

Messrs. Allen and Sachtleben, American students who made around the world, saw many strange the nomads of the Asian steppes, their journey through Turkestan in number of *The Century*, they say: Th Russians these people have obtained ideas of America and Americans. We saw chromos of American celebrities in the station-houses, and the most numerous of Thomas A. Edison. His phonograph were told, had already made its appearance Pishpek, but the natives did not seem to what it was. "Why," they said, "we have heard better music than that." Dr. Tanner not without his share of fame in this far country. During his fast in America, a sin though not voluntary feat was being performed here. A Kirghiz messenger who had been spatched into the mountains during the winter was lost in the snow, and remained for two eight days without food. He was found at crazed by hunger. When asked what he would have to eat, he replied, "Everything." He foolishly gave him "everything," and in two he was dead. For a long time he was called "Dr. Tanner of Turkestan."

Any one knowing the present whereabouts of one Sid Shelmidine, last heard of in Arkansas City, will please address P. O. Box 70, Missouri Valley, Iowa.

* *

The many friends of J. H. Redmon will learn with pleasure of his being appointed superintendent in charge of transportation for the Iowa Central, with headquarters at Marshalltown in this state.

* *

Bro. Charles A. Davidson, of Division 14, is a candidate for the office of sheriff in his home county. He is well qualified for the place and his many friends will hope that success may crown his ambition.

* *

Bro. J. F. Kennedy, of 227, was so unfortunate as to have his car robbed on the morning of July 22d, last, losing, with other valuable papers, division card No. 3528. Any Brother finding the same will kindly take it up and return it to this office

* *

After being postponed because of the strike the annual convention of the Railway Agent's Association was opened in Boston on the 12th of the present month. The attendance is reported as being large and profitable sessions are promised.

* *

Bro. Phil. K. Landis, of Division 280, has undertaken the organization of an investment company known as the Landis Investment Company. The object is to transact a general investment business in the state of Colorado. Letters of inquiry addressed to Bro. Landis at Buena Vista, Colorado, will receive prompt attention.

* *

On account of the actions on part of a large majority of the members of Divisions 118, 207 and 296 in connection with the late labor troubles, these Divisions have been closed. Any members who are free from charge of violation of law or

obligation can secure Grand Division transfer cards by applying to the Grand Secretary. The interests of the loyal members will not be allowed to suffer on account of the acts of the disloyal.

* *

We have on our desk a small volume which is a new work on Air Brake system, entitled "Diseases of the Air Brake System." The work is by Paul Synnestredt and the subject is treated in a plain and intelligent manner. Its many illustrations will reveal much to the student of the Air Brake. The work can be had of the W. F. Hall Printing Co., 21 to 25 Plymouth Place, Chicago, Ill. Price one dollar.

* *

New division cards for 1894 have been issued to all members reported as entitled to same and the genuine cards of the original '94 issue have been called in. All members are warned against recognizing the old card. The only ones out are in the hands of those who have violated the laws of the Order and are not entitled to exchange; those who have been too negligent to keep their Division secretary advised as to their whereabouts, or they are counterfeits. Recognize none but the dark blue, new card.

* *

Bro. Frank Wise, of 157, has concluded to leave the railroad work, and will be hereafter found at New Britain, Conn., where he has become the proprietor of Hotel Russwin. This is a first-class house and Bro. Wise will soon make it one of the most popular in that state. The change in business will bring no diminution of his interest in railroad men and affairs and "the boys" will always be sure of a warm welcome and the best there is in the house. May complete success attend him in the new venture.

* *

A number of interesting communications for both the Ladies and the Fraternal departments have been omitted recently because of their bearing no signature. Our correspondents must re-

member to sign their letters if they wish them to be published. The name need not appear if the writer prefers to remain unknown, but we must know who our correspondents are in order to prevent being imposed upon. This rule will be strictly enforced without further notice.

**

Brothers who fail to receive their CONDUCTORS promptly should make it a point to ask their postmasters for paper mail. In a great many instances where complaint is made we find, upon investigating, that the magazines have been held by the postmasters awaiting claimants. First, be sure your magazines have not been received by the local office, then notify us, giving name and address in full with number of your Division, and it will be attended to at once.

**

The following telegram from the Vice President of the Atchison, Topeka and Santa Fe Railway Company fully explains itself and authoritatively contradicts the many rumors that have been afloat relative to the contemplated policy of this company:

CHICAGO, July 31, 1894.

"E. E. CLARK, Cedar Rapids, Iowa:
Your letter of yesterday. There is absolutely no truth that the receivers of these properties contemplate annulling contracts with their employees. The statements have been sent broadcast over the country, inspired, certainly, by malicious parties. We will most assuredly live up to our contracts with our men.

Signed,

D. B. Robinson."

**

On account of participation in the late strike of part of their members the charters of Divisions 118, 207 and 296 have been arrested. Several officers of Divisions have been removed from office by the G. C. C. on account of their personal action. Prominent among these are J. F. McVean, C. C. of 14, J. E. Gallivan, Secretary of 87, and J. T. Oldham, Secretary of 6. Every reasonable effort is being made to punish the real offenders against our laws. It is desired that no really guilty man shall escape, and that no innocent man shall be made to suffer.

**

"Proceedings of Judge Caldwell's court in the wage matter of the employes of the Union Pacific Railway" is the title of a book of nearly 800 pages recently published by order of Judge Caldwell, of the U. S. Circuit Court. It is an unabridged compendium of the wage question, which Judge Caldwell passed upon in his now famous case, containing the complete schedules, both old and new, with comparisons as to the cost of labor on various railroads. It will be found of special interest to all members, and can be obtained of the

Omaha Printing Company, Omaha, Neb., postage prepaid, at the following rates: Paper covers, \$1.00; cloth covers, \$2.00.

**

We are advised by the loyal members of Division 107 that L. D. Cook, S. and T. of that division has not only thrown his obligation to the winds and joined the A. R. U. in their late strike but has absconded with whatever he had (that he could use) of the Division's property. Not content with posing as a traitor to all trusts reposed in him he vindictively (and for reasons only known to himself) destroyed all the books and records of the Division. We gladly renounce all claim to him in favor of the A. R. U., and if we are unfortunate enough to have any more like him will gladly turn them over also.

**

Brother P. H. Morrissey, First Vice Grand Master of the B. of R. T., and his estimable wife have been called upon to suffer a grievous affliction in the death of Charles Francis, their only child. He was an unusually bright and promising boy around whom was centered all the hopes of his parents, and only those who have suffered in the same way can appreciate the weight of the blow to them. Our entire Order will unite with THE CONDUCTOR in extending to these sorrowing parents their deepest sympathy. The funeral was held from their home in Galesburg, Ill., on Wednesday, Aug. 1, and was largely attended, the floral offerings being especially beautiful and appropriate, bearing mute testimonial to some measure of the sorrow felt at the going out of this bright young life and of the heart sympathy extended to those upon whom the burden of grief rested most heavily.

**

A circular, signed Switchmen's Mutual Aid Association, bearing cut of Wm. A. Simsrott, late Grand Secretary and Treasurer of that organization, and setting forth the following facts, is being circulated: Mr. Simsrott was expected at the late convention at Evansville and his failure to put in an appearance was the first intimation that anything was wrong. A special committee from the convention reported on June 19 that there was a shortage of \$25 340.45. The Board of Directors now report a shortage of \$32,527.29. Mr. Simsrott reappeared in Chicago as mysteriously as he disappeared, but made no effort to explain his actions. The shortage is from the funds collected with which to pay insurance claims. This blow has forced the S. M. A. A. to dissolve and the disabled members and the widows

and orphans of deceased members are grievously wronged by this faithless one who had sworn to protect them.

As is suggested in another column nothing but very lax and careless methods of doing business could have made this possible.

The Fitchburg Railroad has perfected arrangements by which all their passenger trains to and from Boston will arrive in and depart from the new Union Passenger Station in Causeway street, where they connect directly with the Boston and Maine System. A writer for the *Boston Courier* vividly describes a trip over the famous "Hoosac Tunnel Route." Among other things he says.

Suddenly we bounded into one of the most famous tunnels in the world. Like glow-worms the electric lights shone on the walls of either side of the tunnel, flashing by and looking like a string of golden beads. The engine works heavily over the first half of the tunnel, for it is up grade for nearly two and one-half miles, until the centre is reached, then the track descends at the same grade to the western portal.

We are now at the very centre of the tunnel, and can see all about us, the walls loom up clearly on either side; there is no daylight, to be sure, but the electric lights shine with a brilliant radiancy.

In the centre, the air shaft extends from the roof of the tunnel to the top of the mountain, twelve hundred feet above, for ventilation.

The bed of the tunnel slopes from the centre towards either end for the purpose of draining it of all moisture that collects at that tremendous distance under the mountain range.

The Hoosac Tunnel is nearly five miles long, and a passenger train occupies about ten minutes passing through it.

Emerging from the western portal it requires a moment for our eyes to become accustomed to the change, for we are now spinning along in the sunshine, past the green fields and the woods.

We look back from the rear car up at that mighty barrier, the tallest peaks of which seem to pierce the sky, and far down we see a hole, surrounded by an arch of stone, which, as we leave it, dwindles to a tiny spot.

By reference to their receipts for assessment 284 members of the Benefit Department will see that all approved claims had been paid on its date of issue. The Department is paying all these claims promptly and if any unnecessary delay occurs it is occasioned before the claim is properly filed in this office. A brief reference to a few of the more recent cases will show how prompt their settlement has been when rightly presented. The claim of J. H. Gavin was filed June 11, approved June 21, and paid June 30, only 19 days from the date of filing. F. M. Barney's claim was filed June 13, approved June 21 and paid June 30, a delay of only 17 days. The H. H. Hayes claim was filed June 27, approved July 9 and paid July 20, only 23 days delay. F. A. Brown's claim was filed July 6, approved July 17 and paid July 20, only 14 days intervening. The claim of T. Wilkinson was filed July 2, approved July 17 and paid July 20, leaving but 18

days, while that of G. W. Dedman was filed July 3, approved July 17 and paid July 20, or one day less of delay. When it is remembered that the papers in each one of these cases have to pass through the hands of the members of the Insurance Committee residing respectively at Milwaukee, Wis., Atlanta, Ga., and Parsons, Kas., it will be seen that barely time enough is taken to have them properly verified and the necessary records made and that the taking of any less time would prevent keeping strict guard upon the interests of the Order.

The August *Midland* presents still more reading matter and still more variety! Its pages are lengthened and widened and two columns take the place of the single column. Profuse illustrations adorn the pages, including portraits of new *Midland* contributors (a regular feature now). The new gunboat Ericsson, built at Dubuque, is pictured and described. Col. Keaty vividly pictures life in Alaska. Hon. Ben. Clayton tells of the non-par isan national farmers' organization of which he is president. Mrs. Cady tells a romantic story of old mission life in California. Talks about new books, editorial, etc. These comprise some of *The Midland's* heat-dispelling August attractions.

McClure's Magazine for August supplies a companion piece to Mr. Hamlin Garland's striking description of life in the steel mills at Homestead, published in the June number, in a no less striking description of life in the depths of a coal mine, by Stephen Crane; and the strong points in Mr. Crane's description are emphasized, as were the strong points in Mr. Garland's, by a remarkable series of pictures. A paper of personal recollections, by S. H. M. Byers, does for General Sherman what the notable series of papers published in the May number did for General Grant, making manifest in all his strength and graciousness of character the actual man. As a member of Sherman's staff, and his intimate friend for twenty-five years, Mr. Byers enjoyed rare opportunities for studying his subject, and his paper shows that he appreciated and made the most of them. A notable series of portraits of Sherman accompany the article. The number also contains two thrilling stories from real life; a war story, "The Bravest Deed of the War," by T. J. Mackey, and a railroad story, "The Death Run," by Cy Warman, the railroad engineer who wrote the "Flyer" article for the January *McClure's*.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Aug. 1; Expires Sept. 30, 1894.

Assessment No. 284 is for death of G. B. Finley, July 9, 1894.

BENEFITS PAID FROM JUNE 21 TO JULY 20.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
709	\$2,000	Death	J. H. Gavin	Heart Disease	2143	B	117
710	3,000	Death	F. M. Barney	Consumption	1399	C	119
711	1,000	Death	H. H. Hayes	Accident	4022	A	230
712	1,000	Death	T. A. Cosgrove	Consumption	730	A	322
713	3,000	Dis.	D. W. Hart	Loss of Leg	4413	C	300
714	3,000	Death	J. A. Brown	Rupture	2593	C	161
715	1,000	Death	T. Wilkinson	Burned	1085	A	4
716	2,000	Death	G. W. Dedman	Accident	1573	B	224

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,012; Series B, 2,744; Series C, 4,818; Series D, 365; Series E, 89. Amount of assessment No. 284, \$26,859; Total number of members 13,085.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to June 30, 1894.....	\$1,632.629.70
Received on Expense Assessments to June 30, 1894.....	25,995 00
Received on Applications, etc., to June 30, 1894.....	27,490.09
	\$1,686,114.79
Total amount of benefits paid to June 30, 1894.....	\$1,624,804 00
Total amount of expenses paid to June 30, 1894.....	61,088.18
Insurance cash on hand June 30, 1894.....	222.61
	\$1,686,114.79

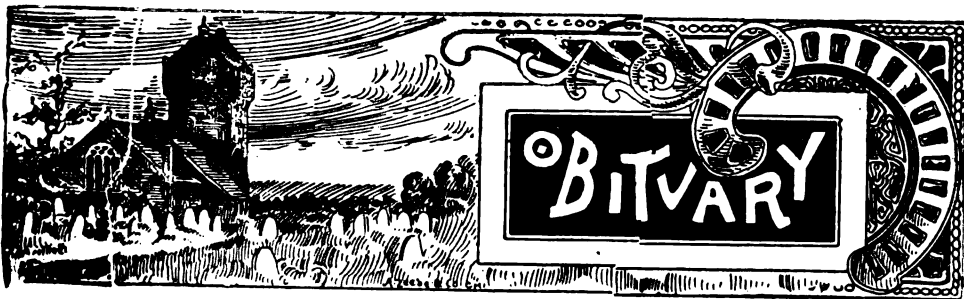
EXPENSES PAID DURING JUNE.

Incidental, \$1.30; Fees returned, \$12.00; Stationery and Printing, \$80.00; Legal, \$33.33; Salaries, \$372 50; Postage, \$240.00; Assessments returned, \$5.00; Salary Medical Director, \$60.00. Total, \$804.13.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 280 to July 20.....	\$24,301 00
Received on Assessment No. 281 to July 20.....	10,353.50
Received on Assessment No. 282 to July 20.....	10,232 00
Received on Assessment No. 283 to July 20.....	2,384.00

WM P. DANIELS, Secretary.



Deyoe.

Bro. Sidney F. Deyoe, a valued member of Division No. 225, died at Owego, N. Y., July 14th, after a sickness of two months. He was sixty-three years of age and had run on the Erie Railway as a freight conductor since 1871, being one of its best known and most highly regarded employees. The funeral was held at Hornellsville, N. Y., under the direction of the Masonic fraternity, the O. R. C., B. of L. E. and B. of R. T. attending in a body. Bro. Deyoe was unmarried, but was tenderly cared for by a brother and sister, who came from their distant homes for this purpose. Resolutions of respect, and expressing the loss to the Division, were adopted at a recent meeting.

Rosenbarger.

For the third time within fifteen months death has invaded the ranks of Blue Grass Division No. 322. On July 28th Bro. W. T. Rosenbarger, a charter member of the Division, and one of the oldest and most popular conductors of the Cincinnati division of the Chesapeake & Ohio Railway, passed away, leaving a wife, son and daughter to mourn his loss. Bro. Rosenbarger was injured in jumping for his life February 3d, 1893. Although able to work part of the time since, it was no doubt due to the injuries received at that time that his life was cut short. He was laid to rest in beautiful Spring Grove, Cincinnati, the Odd Fellows having charge of the funeral. The C. & O. and C. H. & D. kindly tendered a special train for the occasion.

Oyster.

Bro. G. R. Oyster, of Harvey Division No. 95, died at his residence, in McCook, July 3, from injuries received in a wreck at Holdrege, Neb., two days before. Deceased was an exemplary member of the Order, a good citizen, a loving and indulgent husband and father. He leaves a wife and six children to mourn his loss, and to them will go out the deepest sympathy of the Order. Bro. Oyster was highly respected and fully trusted by his employers, and was extremely popular among his fellow railroad men. The funeral was held at the Congregational church and was attended by the members of his Division in a body, also by the A. O. U. W., of which he was a member.

Ross.

Bro. C. C. Ross, of New Haven Division No. 317, was recently called upon to mourn the death of his little daughter, whose bright face and winning ways had blessed his home for but one short year. The grief over this loss was made doubly poignant by the death of a brother-in-law and his two children about the same time. The sympathy of all the Order will go out to Bro. Ross and his family in their great sorrow.

Larash.

Bro. John H. Larash, of Division 79, died at Grayville, Ill., July 21, aged forty-eight years. Deceased had been in ill-health for some years, but appeared to be unusually well the day before his death. He took his train to Evansville on that day and was returning to his home in Peoria the following morning when he was stricken down by heart failure and died at Grayville. The funeral was held from the home on the 24th and was attended by a large concourse of sorrowing friends. Bro. Larash was a true and loyal member of the Order, an upright citizen and a devoted and loving husband and father. The sincere sympathy of all will be extended to the sorrow stricken wife and children.

Wadsworth.

At a meeting of Eagle Grove Division No. 164, held July 22 last, resolutions were adopted expressing the sympathy of the members with Bro. O. T. Wadsworth in the death of his beloved wife. Mrs. Wadsworth was a native of Middleborough, Mass., and was married to Bro. Wadsworth at Dunlap, Iowa, September 1, 1869. Two sons are left to share in the sorrow of her loss.

Houseworth.

Bro. J. A. Houseworth of Atlanta Division No. 180, died at Columbia on the 30th of last May. He was afflicted with that dread disease, consumption, and had been ill for some time before his death. Bro. Houseworth was a loyal member of the Order and his death leaves a vacancy that it will be difficult to fill. Appropriate resolutions were passed by his Division at a recent meeting.

OBITUARY.

Little.

At a recent meeting of Detroit Division No. 44, L. A. to O. R. C., a letter of condolence was read expressing the sorrow and regret of the members at the loss that had come to Sister A. Little in the death of her brother.

Nye.

Since April 28, 1894, the members of Autumn Leaf Division No. 12, L. A. to O. R. C., have been mourning the death of their beloved Sister, Mrs. Allie Nye, who was called from them after a long and painful illness. She was a charter member of the Division and the first to answer the roll call on high. Her loss is deeply felt and Bro. Nye has the sincere sympathy of all. Resolutions were adopted by the Division and sent to the afflicted husband and mother of the deceased Sister.

Smith.

Detroit Division No. 44, L. A. to O. R. C., has been made to feel the sorrows that go hand in hand with sickness and death. Sister Smith has not only been compelled to part with an invalid father, who had been her constant care, after a lingering illness of four months, but also her only child, a frail and delicate little girl of six years, of diphtheria, only four hours elapsing between their deaths. The ladies remembered this bereaved sister by sending two floral emblems as tokens of their sympathy.

Sullivan.

On July 12 last Mrs. J. H. Sullivan, wife of the Chief Conductor of Division 142, was called to her final reward from their home in Rawlins, Wyo., aged only 28 years. Some four years before Mrs. Sullivan sustained what was thought to be a slight injury of the knee while skating. It grew steadily worse, however, in spite of all the best medical skill could do, until amputation was finally decided upon as the last resort. Previous suffering had left her too weak to rally from the operation and she passed quietly into the other world from the arms of her grief-stricken and

almost insane husband. This grief was shared by a host of friends, to whom Mrs. Sullivan had been endeared by her many graces of mind and person and the sympathy extended the bereaved husband was all the keener for this sense of personal loss.

Munn.

Bro. James Munn, of Division 225, was instantly killed in a wreck near Owego, N. Y., on July 9th. The accident occurred when Brother Munn was backing up for the rear end of his train. Either the distance was miscalculated or the brakes failed to work, and a wreck resulted, in which he was caught and killed. The funeral was held from the First M. E. church at Hornellsville, and was largely attended, the O. R. C., I. O. O. F., B. of L. E., B. of L. F., B. of R. T. and G. A. R. being present in a body. Bro. Munn served with credit in the First New York cavalry during the war and at the time of his death was one of the oldest and most highly esteemed employes of the N. Y., L. E. & W. R. R. He passed away honored as a brave soldier, a good citizen and a valued friend and Brother. A wife and three children survive him, and to them the Division and the Order generally extend their deepest sympathy.

Carnahan.

At a meeting of Division No. 77, held June 28 last, resolutions were adopted expressing the grief of the members at the death of Mrs. S. E. Carnahan, and their sympathy with her bereaved husband, their Brother.

Hawkins.

Bro. W. E. Hawkins, of Division 256, died at Palestine, Texas, May 22 last, of consumption. Deceased was a loyal member of our Order, a true friend and a devoted husband and father. His many manly qualities won him steadfast friends wherever known, and he will be greatly missed. The sympathy of all will be extended to the sorrowing wife and daughter.



THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, SEPT., 1894.

NO. 9.



CONTRIBUTED.

A LOST BRIDE.

BY FRANK A. MYERS.

A little before the time of the arrival of the train from St. Louis, Fuller repaired to the depot, accompanied by Bert and a captain of police. They were all armed. They did not know what might happen. The captain had been informed of the nature of the case and had read the strange telegram. To him, of course, the thing savored of a desperate plot of some kind or other, and he advised both men not to appear to view while the train was at the depot.

While the train was at the depot the two friends were secreted in the ticket office. The captain strolled along the coaches, glancing in at the windows. But he saw nothing that attracted his special attention. He boarded the coach he thought most likely to contain the one at the bottom of the plot, and leisurely sauntered down the single aisle, looking on either hand at the occupants. Nowhere did he observe any one that would "fill the bill," as he remarked afterward. Then he left the coach and stood looking carelessly about.

Just as the train was starting a brisk looking gentleman in a linen duster, standing on the lower step of the car, leaned out and as he passed by thrust a note into the captain's hands, saying:

"Hand that to Fuller Linden."

There was a sharp, proud look on the handsome fellow's face, but he was a stranger to the captain. However, he had no doubt but it was Lewis Willis. Though he had never seen the chap before, he was sure he would recognize him should they ever meet again.

The train was gone.

The three men read the note, which read as follows:

"Belle is with me, and as she consents to go home with me, I will not kill you to-day. But beware.
LEWIS WILLIS."

Fuller recognized the writing as that of the one whose name was signed to the document. It was hastily scrawled, and had evidently been written with a pencil while the train was waiting at the depot.

How much this note explained! It was a plot to kill Fuller Linden, had he met him there. No doubt the precautionary measures taken saved his life. The murderer in purpose could easily have shot him dead on the platform from the car window. The appearance of the officer no doubt had a changing effect on Lewis's deep-laid design.

And, too, the mysterious message was not sent by Dave Hogan. That, also, was cleared up.

Desperate as the affair was it brought relief to Fuller. In a sense it revealed to him the whereabouts of Belle, and that made him glad and lifted him upon the heights into the sunlight. He would have her yet or die.

"That was a close call, Fuller," said the captain. "That man is a villain in disguise."

"The disguise of riches and good clothes," added Bert.

"Perhaps also of social position," remarked the captain.

"I don't care what he is," said Fuller, with a

laugh; the first since the terrible message informing him of Belle's abduction.

"It may be a little severe to talk about your brother-to-be-in-law," said the captain, with a smile.

After they had separated from the captain, Fuller remarked to his friend:

"I don't care—she loves me dearly, and I know she would marry me immediately could she get away from her irate big brother."

"Of course she would," assented Bert.

"But I can't understand why she did not send me word where to find her. She might have known I would have rescued her." This was merely a wonder, not a doubt.

"Likely she was watched too close."

"That's it. She couldn't."

"No doubt of it in the world."

"I'm proud she is not like her brother."

"If she were she would not be worth the candle."

Without revealing his plans for the future, Fuller parted from Bert, and at once he set about to capture the girl and save her from her friends, who were her enemies.

No doubt, he reasoned to himself, just as any one would have done under similar circumstances and in a similar condition of mind, she is closely watched and will have to be gotten away from them by trick and perhaps force.

"I am sure as I live," he mused to himself, as he slowly paced along with his eyes no further ahead of him than his shoe-tips, "sure as I live she did not go away and disappoint and shame me in this public way by her own free will. No, sir; not Belle. She could not deceive if she wanted to. She is not built that way—it is not in her—and she wouldn't do it for all the earth, not for all the earth. I'm sure she is no party to all this. I wouldn't believe it—I can't believe it. I *know* she is not, for something in here, that can't lie," laying his hand on his breast over his heart, "tells me so. I *know* she loves me and would send me word and tell me all, if she was not forbid by force. God, what fools to try to keep true hearts apart. I tell you, sirs, what God hath joined together, not man or man's laws, let no man put asunder. There *can* be no laws to regulate the hearts of men and women, hence they are directly joined or sundered by God himself. I believe this, and if Belle loves me in spite of all persecutions and troubles, we will marry yet and laugh at locksmiths and scorn family turnkeys. She would send me word now, send me a great long letter, pouring out all her woes—for she has no other sympathetic friend to confide in—if she could, if she were not re-

strained and compelled to remain silent. She can't get a letter through the lines to me. If I am a laboring man and not a trader in cheap, shoddy goods, she nevertheless loves me truly. All this comes because I am not a merchant or something that will make me her equal according to their arbitrary and cursed and false social classification. I am proud I am a laboring man, for by that same token I am far above a belittling, lying, petty trader. God, what a fall of man to become a falsifying trader. In this day of sharp, accursed competition the biggest liar is the most successful business man—the one that can praise his goods most and humbug the people the slickest—and the one who makes the most money. Hence, a trader's success is at once an evidence of his character and what kind of a man he is. But *all* traders or merchants are not liars, I am glad to say. And I am as good—I feel it and know it—as the best man living, for God makes all men with the same tools and out of the same mixture of mud. All these distinctions of men into classes are not of God; they are all man-made, and therefore false. In the Declaration of American Independence we read that all men are free and equal. Equal, that is it. How broad. Belle and I are equal. And we'll marry yet as sure as fate, and our marriage will be recorded by God himself."

Thus he thought as he slowly paced along the street with his head down.

It was a more difficult matter to solve, as to how he could approach Belle at her home without the notice and consequent opposition of her family. Besides, if he were known, it would only precipitate useless trouble on his hands and accomplish nothing. The best successes are fought by the mind, not the body—by well devised plans, not by the uncertainties of luck. He wanted no trouble with the family; he wanted the girl. And still, he could not perform a humiliating act in his effort to obtain the friend and companion of his heart—it would shame her and accuse himself.

The moon had just settled in the west out of sight in cloudless majesty, and the silvery stars studded the firmament like glittering spangles. The night was soft and still, and the city of Terre Haute lay hushed and dreaming the conscienceless dreams of innocence and self respect. The home of Belle Willis lay in the center of a night-dark plat of earth like a black block of mournful solitude, still as the deep recesses of a far-off forest. It was after midnight, and the self-distressed people of that home lay wrapped in profound slumber like dreamless sleepers. It was an opportune moment for a burglar.

A man, old and decrepit looking, crept softly into the yard and with much caution stole along into the blackness beneath the trees and shrubs, paused and hurriedly peered about as if fearful lest some one might surprise him and defeat his purpose. Again being satisfied that all was well and that no one was near to molest, he proceeded with soft tread to a point under an upper window that was half enwrapped in beautiful, flowering, sweet-scented climbing vines. They intensified the darkness of the window. They were as a nightly guard over a sacred treasure within.

When beneath the window and half concealed by the friendly vine-leaves the old-looking man glanced suspiciously around to make sure that no one had discovered him. A quick eye was turned upward to the window. There was not a sound, not a breath, not a motion of life visible anywhere. The intensity of the situation was such that he could plainly hear and feel the quick motion of his pulsing heart. He must not be foiled, for so much depended upon the project he was endeavoring to carry out.

With rapid eye he once more looked all around, and with bated breath he bent his ear to detect the slightest sound. Everywhere all was still as death, save the barking of a dog two or three squares away. Not a breath of wind stirred, the leaves resting silently and peacefully overhead, as though they, too, were in a dreamless sleep. The dark house itself seemed sleeping more profoundly and solemnly than usual. The eye of this man at this moment fell upon a star that was visible through an opening among the trees, and it apparently laughed with a silent, merry twinkle and whispered the one word to him: "Love." Instantly in an inspirational way he said in his soul:

"O, star of hope! be thou my guide!"

One would naturally and probably conclude this was not the prayer of a burglar, or of one with a mean, desperate purpose. As he whispered softly this gentle petition, like a breath of golden summer, a sweet incense of glorious promise diffused itself through his heart and made him feel that all the world was akin and that even happy love gleamed from the benignant face of heaven.

It was but a moment that he paused to think of the silvery-spangled firmament, and then he drew his eyes and emotions back to the dark, grass-upholstered yard. Everything promised well, and so far the very night itself seemed to aid in his cause. The silent air, laden with the soft aroma of the trees and flowers around him, whispered a God-like word of encouragement. There was a balmy presence in the darkness that tran-

quilized his soul and lifted it in transcendent flutters above the coarse confines of old, sodden earth.

The window above was closed. But he was sure the guarded family prisoner lay sleeping—perhaps weeping at that very moment—in that room. How to reach that window without discovery was the one very practical problem in his mind. How should he gain it and not alarm the inmate and cause her to cry out in terror and spoil all? It was not incongruous, though humorous, for him to recollect the straw rope that let the notorious Baron Munchausen safely down from the moon and wish his luck might be as good.

Taking a small pebble from his sack-coat pocket he threw it up gently against the window glass. Bending every waking nerve of his animated body upward, he waited and listened for a sound. She might be alarmed and cry out in fear, and and thus spoil all; but the risk must be taken.

There was no response from above. Again he tossed up a pebble against the glass, and waited to see the effect. Then he hurled a third a little more sharply, and its ringing click hustled upon the air among the trees and echoed back alarmingly. Such a clash was likely to arouse somebody, sure enough, whether the right one or not. Then he stood as still and motionless as a statue, and heard the sounds die away with gladness, as one who has overcome an evil temptation in his soul. It sounded to him like the ring of the midnight clock in Dante's *Inferno*, and crashed upon the stillness around like terrifying emotions upon a supersensitive nature. Would she not hear before everybody was aroused? It was a desperate thing, but it must be done, and that as quickly as possible.

While he listened for some sound of recognition from above, hoping almost against hope, trusting with all the unskilled animation of the young, he detected a faint rattle of the window, as if some one had touched it and then drawn away again in mortal fear. After an interval of a few seconds the sounds were repeated, and then he knew there was design in them. Now, with unspeakable joy he heard the window lift, and a moment later the dark figure of a female head was cautiously put out and an observation made of the surroundings. The long black hair fell in unadorned beauty about the neck and shoulders of the timid figure above, as he faintly saw in the dim light. It was Belle. Her magic beauty and gentle loveliness were not entirely concealed even by the misty air of night.

Observing the old-looking man below in the enshrouding blackness of the vines, she spoke boldly:

"What do you want?"

"Softly, Belle; it is your own Fuller," the old man answered in under tone.

"You do not look it."

"I have disguised myself."

"And what—what—is it," timidly she asked.

"Do you doubt it is Fuller?" he inquired, seeing her hesitancy and want of expected earnestness and joy.

"It seems to be his voice," she said, bending far out the window. He stood out a step or two where she could see his proud, erect form and be convinced.

"It *is* your own love-famished Fuller, Belle. O, you surely *must* know me. Your doubt is pain." He lifted up both hands appealingly toward her.

"What is it—speak—speak quickly?" she said.

"Now it is Belle. You know me. O, Belle, how I have longed to rescue you from your prison. I've come for you. Quick, quick, and we will fly—fly away together. Quick and softly, and we will soon laugh at the pains and agonies of the past."

"How? What?" looking about as if she were devising a way down.

"Here—quick—catch the end of this rope and fasten it, and then you can get down." Fuller was so enwrapped in this work that his voice arose upon the still night louder than he knew.

Desire lent skill to Belle, and she easily caught the end he threw to her. She was so eager to get away undiscovered that her toilet was made in about two minutes. The rope was speedily fastened. Then she poised upon the windowsill a moment, as if debating with her fears and the improprieties of the step she was about to take, and she felt for a moment that she ought not to do what she was undertaking. It was an awful step to leave home against the wishes of all her family and brave the risks and dangers of running away with her lover. But it was an awful thing to be opposed and resisted in her love and held as a prisoner by those who ought to love and help her. The die was cast. She bent over and took hold of the strong rope and pulled her body outside. It was a fearful thing to be suspended in mid-air, and a thrill of pain shot through her frame as she dangled on the rope. For an instant it repented her that she had taken the step of fate that was to prove either her golden fortune or her miserable disgrace. Her tender white hands slipped on the coarse, rough rope and a terrible dread seized her. O, to fall and be dashed to the ground below, and if not killed outright, perhaps be maimed for life with broken

bones! It was a perilous moment and an awful position!

But Belle was brave. A desperate thing must needs be treated heroically. Here was her opportunity to circumvent her parents and big brother and also achieve the one great promise and wish of her overtried soul. And she had accepted it.

"Oah—ee—ee!" she shrieked in muffled tone, while the rope turned and whirled her dangling body round. It was a trying moment.

"Softly, Belle," cautioned Fuller, ready to catch her in the event of her falling.

The feelings of both were wrought up to a high pitch. Success was about to crown their hearts' desire at last. No more would they be separated as long as the brittle thread of life held out. They would be happy forevermore. The trying difficulties of the past would only render their union the sweeter. The social differences that had overturned the day of their marriage and converted it into a day of grief would now all be smoothed out and done away with. Their elopement would demonstrate to the world not only their great love for each other but also prove their faith in their equality. It would emphasize the fact that Fuller Linden was equally as good every way as Belle Willis, despite the fact that he was a hated laboring man.

"Here!—you!" said a gruff, hoarse, angry voice loudly in Fuller's ears at this critical instant. At the same time a heavy hand caught his shoulder and hurled him backward almost off his feet. It was so sudden and astounding that he did not grasp the situation at once. Was it Belle that had fallen and killed herself? Had she groaned and hit him in her descent?

"You infernal—thief! I'll rob *you* of life! Stealing a girl!"

"Lewis Willis, you—" interposed Fuller, now fully understanding that his plan had been detected somehow and its success intercepted.

In fact, Lewis slept in the adjoining room to Belle's, and at the time of the attempted elopement was awake. With curses on his lips and a Vesuvius of anger in his eruptive heart, he appeared on the scene at the most critical time and put in both his physical and mental objections with destructive emphasis; a Willis characteristic.

"Get out of here quicker than lightning, if you wish to preserve one bone whole in *your* body," interposed the big burly brother, savagely.

"It is useless to reason with you," said Fuller, straightening up to his full height. He was a very active young man, and his muscles were almost as hard as iron.

"I'll murder you, if you don't go." He impetuously plunged at Fuller as he finished his expression. Rage had blinded him. A tide of uncontrollable anger swept through his nerves and shook him as a storm disturbs the multiplicity of wires of a great city.

"Willis, this is—," but before he could finish the big angry brother had seized him by the throat and was crowding him backward at a speed that threatened to carry him off his feet and throw him upon his back. Speech was a foolishness at that moment, and animal argument was needed to protect himself. It was necessary to act before his enemy should gain too great an advantage. And still he wished to be moderate and thoughtful for Belle's sake. But for her he felt he could crush every bone in Lewis's body. A river of angry sensations poured through him. Defense was necessary for Belle. Their cause was not yet wholly lost.

Right into the show window of the big brother's soul Fuller cast his solid fist, and it sounded as if a hammer had struck him. The aggressive chap fell back upon the ground with a bouncing thump. Fuller, in his excitement, sprang over the prostrate man and would have given him perhaps a dozen more blows in the face had he not been aroused to consciousness by the cries of Belle.

"For God's sake, Fuller, spare him!" This sounded like a wailing shriek along the avenues of his anger-swept soul.

"Belle!" he cried, in recognition. He remembered that a moment before she was suspended in air far up along the side of the house.

"Come! You forget! You are again insane! Let us fly while we can!"

The prostrate man groaned heavily and struggled as if he would arise. There was not a moment to lose.

"Let's hurry," Fuller half shouted, seizing the willing girl by the arm with great earnestness and excitement. It flashed on him that all was not yet lost. The girl was willing still to flee with him. She had not become offended at the blow dealt her imperious turnkey brother, as he feared she might. All his blind anger vanished instantly.

Half pulling her along they emerged from the tree-shadowed yard to the street and were soon lost to view in the darkness.

When the dazed and blinded Lewis arose, it was some moments before he could determine his

surroundings. His head felt as big as a barrel. As soon as he could he pursued the fugitives, but the "birds" had escaped.

They aroused a minister, and at that unseemly hour of the night were united in the holy bonds of matrimony. The words had been said: "What God hath joined together let no man put asunder." It was too late, then, for family opposition to interfere. The very thing they had so strenuously opposed had finally become a fact. Opposition was therefore useless. For when young people will, they will, and that is all there is about it.

Belle at once returned home, and braved the domestic storm that she knew was brewing. Fuller took the first train on for Evansville. No family opposition could affect them now as before; of that they were confident. The laugh was now on their side, and they could endure complacently all things. The bright sun of hope lighted the glorious world of their promising future.

When Belle reached home the storm of the aroused family fell upon her. Through it all she smiled confidently. Smiling in the half mashed face of her big brother Lewis, she said, a little ironically:

"No use, Lewis. The gods didn't favor you; that is all. You are wasting valuable breath. Words will not undo the inevitable. Fuller's as good as I am, and I am going to live with him all my life in spite of all. I think life will be sweeter with him than it is in this undesirable prison. Don't you? Honest, now?"

In three days Fuller went to claim his wife, and the unwise anger of the parents and all having subsided, they received him as their son-in-law.

To-day they are proud of Fuller Linden, and he and his sweet young wife are living in the beautiful light of perfect love.

He is still a proud laboring man, and would not give up this kindly privilege for all the precious gems of South Africa or the envious money distinction of a Rothchilds or a Rockefeller.

Belle is one of the most noble young wives that ever took upon herself the great and responsible duties of a loved and cherished and honored wife. She loves Fuller as never wife loved husband before her, and her pride in the noble man is such as almost amounts to reverential worship.

They are supremely happy.

THE RAILWAY CONDUCTOR. THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. FEEBLES.

CHAPTER XIV.

The two explorers stood for a moment and stared at each other in blank amazement. Christian ran to the pile of blankets that had formed the bed of the sick man and tossed them back exclaiming, "Impossible, incredible! He could not have raised himself to his feet and could not walk."

The dim twilight of day had almost disappeared, and the dark shadow of night was rapidly casting a pall like darkness over the scene.

Socialist threw an armful of brush on the still living embers of the fire and a bright blaze soon threw a cheery light over the little clearing. By the new light they saw that the cup containing the mixture of quinine and brandy had been thrown on the ground and broken. The paper package that had contained the remaining quinine had been torn and its contents scattered.

"This passes patience," said Socialist. "Is it the petulance of a child, or," and he paused, "is it an heroic sacrifice to principle?"

The author confesses his inability to answer the question; let the reader decide, it is his privilege.

"He cannot be far from us," replied his companion, "he was not able to walk, and must have dragged himself through the brush. If it were not so dark we probably could follow his trail. Let us commence the search at once. I fear we will only find his body, as death would seem inevitable in the physical reaction following the exertion."

They shouted and called in vain. No answer came to their appeals. They heaped armful after armful on the fire until the ruddy blaze swept through the heavy foliage overhead, and the leaves and branches swayed to and fro as if in the clutches of a whirlwind while, in the intense silence of the forest, the humming of the flames sounded like the roaring of a hurricane.

In the dark forest there was but one way to search for the missing man through the net work of vines, weeds and brush that covered the ground, and that was to creep through the underbrush on both hands and knees. In order to examine the surroundings carefully they determined to start together and creep round in a circle until they met, when they would turn back making a larger circle, going back a few feet from the fire at every meeting.

It was midnight and the weary, fruitless search

had lasted six hours. At least twenty-five times they had met face to face to turn and continue the hunt. They had felt under every bush, crept slowly, carefully through every little hollow or depression, had groped blindly around every tree, and at last thoroughly exhausted, Socialist leaned against a mighty tree, and murmured that he could do no more. He was indeed a pitiable object, and had it been day his most intimate friend would not have recognized him. His clothes were torn and hung in shreds clotted with the damp, heavy mould, his hat and one of his shoes had been lost in the mire, his knees were bare and bruised, and his face and hands were bleeding profusely from the many scratches of thorns and briars.

He shivered from the cold night air, and as the excitement of the search gave way to exhaustion the pangs of hunger forced him to remember that he had eaten nothing since early morning. From the elevated trunk of the tree on which he rested he saw the red embers, from the huge fire of a few hours before, shine through the brush. He staggered to his feet and made directly for the light. For him, the search was over, he could do no more, and tired nature demanded food and rest.

Slowly and painfully he pushed his way through the brush, keeping his face in the direction of the light, that was visible at times when he crossed a fallen tree or reached a higher elevation. With a feeling of devout thankfulness he finally reached the last line of bushes that defined the circle of the little clearing. He pushed the last bush away, one foot was already in the clearing when the other caught on an obstruction and he fell headlong to the ground. In falling his head struck one of the raised roots of the immense central tree; there was a sharp pain, a thousand lights danced before his eyes, a dull sickening jar ran through the whole body, and then—nothing—blankness—oblivion.

When he came to himself his face was buried in the soft mould. On reaching out his hand to raise himself his fingers closed on an arm or leg that certainly was not his own. At the same instant he became conscious that he was resting on something, lying directly over something that felt strangely like a human form. He hurriedly moved himself aside, and placed both hands on the breast and face; both were cold and motionless. He shouted aloud for his companion and was an-

swered by a faint halloo in the distant. It was the work of a moment to replenish the fire, and as he moved the body towards the light, the first glance showed him that the face was that of a corpse. There could be no doubt about it, Philosophic was dead, had been dead for hours, had died within twelve feet of his bed. Was probably dead before the long, weary, fruitless search had commenced. The search had not only been in vain, it had been a mockery. They had toiled painfully through the darkness while the object of their search laid but a few steps from the light. He had crawled behind the nearest bush to his bed, and was hidden so openly, rested so near the searchers, that they had overlooked him.

If over all there existed an Omnipotent Intelligence, an all seeing, an all knowing, an all prevailing power to note all the doings—and the cause of action—among the sons of men, how countless are the records of the many fruitless searches that bear full comparison to this weary night? In their search for truth how numberless the thousands that have left the light, that might have revealed it, and plunged into the night, to fall and stumble while every step took them further in the hopeless darkness. If weary and disheartened they retraced their steps, to happily find the object of the search within plain view of the starting point, how often have they found a corpse?

As Socialist sat by the body of the dead in a dazed condition, confused both by his fall and the finding of the corpse, Christian pushed his way through the underbrush and reached the clearing. His appearance equaled that of his companion, and as he reeled rather than walked into the little opening he gasped for breath, and sank exhausted on the nearest blanket. Socialist, in a few words, explained the finding of the body of their former companion. Fortunately a change of clothing was in the traveling pack, and after casting from them the fragments that still hung to their limbs, they washed the blood and mire from their bodies, and from the effect of dry clothing and drinking a large amount of hot coffee they felt rested sufficiently to inspect the dead more closely, and render the duty the living owe the dead.

Physically unfit to explore the mysterious forest, unable to stand the miasma of its marshes, he had sickened and died a victim to what; principle or prejudice? Was he a martyr to be revered, or a fool to be pitied? The answer must come from the conscience of future ages. The so-called wise, the practical of to day would call

him visionary, a harmless crank, a foolish dweller among the clouds, but coming generations may reach the level of his principles, and revere his memory as the one manly character of a barbarous epoch.

Despite the many rumors to the contrary, there can be no question as to his death. Many honest, well meaning men declare that they have met him and conversed with him since his decease, but these have confounded his personality with that of his brother. Some even say that the elder brother never existed, and that Revolutionary was the sole representative of the family of Anarchism during this day and generation.

It was the morning of the third day following the sad events just narrated

With bare hands, loosening the ground with sharpened sticks, they had scooped a shallow grave in the soft mould, in which they had reverently laid the mortal remains of their former companion. With infinite patience and labor, they had worked an entire day to cut and smooth, with pocket knives, a block of wood on which Christian had charred the words, "Philosophic Anarchism, a man born out of date, who lived and died centuries before his proper age."

Now, on the morning of the third day, our two explorers stood with traveling packs strapped upon their backs ready for the return trip to the homes they had left but a few short weeks before.

It was true that neither felt satisfied with the slight knowledge gained by their explorations; neither felt that the trip had exposed all of the mysteries of the dark forest, or that they knew all of the intricacies of the net work that had entrapped the patient, long suffering Giant, led him to his daily toil, and fastened the many chains that bound him to the stone cell, but the stock of provisions was almost exhausted, and in a few more days actual starvation would stare them in the face. They were far, however, from being discouraged, and although forced to abandon their explorations for the present, had already discussed and planned for another exploring journey. They had spent much of the preceding night in discussing the point, whether it would be better to return immediately to the forest, or to remain a while and inform the world on what they had discovered, and endeavor to arouse the ignorant and indifferent to the cruelty and injustice of the oppressors of the suffering Giant, and inform them of the dangerous growth of the dark mysterious forest. The question was still undecided, and they finally determined to allow future events to guide their actions in this subject.

As they reached the edge of the little clearing that had witnessed so many of the events recorded in this history, and that would now be hallow-

ed in their minds as the last resting place of a brother explorer, before pushing aside the bushes, they involuntarily paused for the last lingering glance of farewell.

TO BE CONTINUED.

INTELLECTUAL ANARCHY.

BY JOSE GROS.

It is doubtful if men ever passed through a historical period in which there were more problems demanding a speedy solution, and less minds with clear perceptions of how to ever patch up an ever crumbling civilization. Because, as a matter of fact, civilization has always been crumbling, with different degrees of rapidity. When, for a while, it does not crumble very fast, we all are apt to think that conditions are pretty solid. It takes a dreadful turmoil to set any given number of minds to think. Most people hate thinking when not forced to by extra hard trials. Somehow or other our educational methods have not bred a taste for the development of the thinking habit. The reason for that may be found in the fact that our education has tended towards incidentals and ornamentals, but not in the direction of fundamentals. We think enough in connection with wealth making, artificial enjoyments and the like. And that applies to all classes from top to bottom, with mighty few exceptions in very limited groups, groups that can seldom be found where you would expect them.

If the above was not correct, would we meet with such a dreadful opposition, when we propose somewhat fundamental remedies for the suppression of our fundamental social evils? And that opposition comes from educated people, from two classes of them, principally, anyhow. We refer to our intellectual fossils, those who use their intellect for retrogressive tendencies, as one of the two classes; while the other embraces all unbalanced reformers, anxious to reform too little or too much, both of which mean reforming in the wrong way.

There is hardly any doubt that all the powerful elements of modern society are on the side of retrogression. And that is not the worst. We could well stand that. But what about the inertia of the masses back of the retrogressive tendencies of the powerful classes? In all the states along the Atlantic seaboard the inertia of the masses is enormous, so much so that we think they would even stand a curtailment of the elective franchise, in the sense of a property qualification. Still, perhaps we are mistaken. Be that as it may, we should remember that we are on

the brim of losing our right of free speech. Have not the federal courts declared that conspiracy, on the part of workers, takes place if they try to persuade each other not to work for this or that corporation? If that declaration stands, then, where is the right of free speech among the workers of this grand nation of ours? We are waiting for future events to give us an answer.

The signs of the times are ominous. What makes them intensely so is the wide divergence of thought among those who believe in the necessity of changed social conditions along the line of justice and freedom to all, or at least more freedom and justice than we have to-day, and had yesterday or the day before.

We have yet a worse sign than all the above ones, showing the bad effects of all our educational processes. It is the intolerance among many brother reformers, whose duty should be to at least grant that, in so far as such a plan could be made to work, it would no doubt minorate such and such present evils to such and such an extent. In that we most especially refer to discussions between socialists and single taxers. Some of the former are sensible enough to say that the single tax would no doubt correct certain of our present deep social evils. Others, we regret to say, are not inclined to be broad minded enough to yield in that point. They make a great mistake, and we propose to prove it, not for the sake of carrying conviction to those stubborn friends of ours, but because we think we owe it to our readers, who constitute our jury, in our economic discussion.

Take, for instance, that 50,000 acre patch of land, called a bonanza farm, which, in the *JULY CONDUCTOR*, is made to play such a figure in curing a certain reformer from a dreadful disease, and thus making another kind of reformer out of him. In the magnificent description of that cure, our good friend forgot that, when the cure took place, by a certain doctor carrying his patient to the farm in question, that in that period of human history the single tax had not yet been established. Hence the existence of the bonanza farm. That cure was, therefore, the product of the imagination on the part of the doctor and his

patient. The patient was not sick at all. The doctor was the sick fellow.

Now let us see what would happen with that big farm if tomorrow we should be foolish enough to establish the single tax. To begin with, we would have, in that section of the country, a single tax assessor. We would hardly allow any wise socialist to assess the land for us, ignorant, sickly single taxers. Our assessor, a sickly chap, like the rest of us, would say: Here is a magnificent farm, beautifully situated to send products to the best markets at very little transportation cost. The friend that is holding such a farm has not been willing, for years past, to part with any small parcel of his land at less than \$500 per acre, if at all or at any price. Besides, seldom any poor worker can obtain fair land, in this state of California, where the farm in question is located, at less than \$300. I should, then, assess those 50,000 acres at not less than \$400 per acre, and will be very generous to the wealthy owner of that farm, as I could, by rights, assess that land at \$1,000, until it comes into a free market for small parcels, and thus I can see the real economic rent of that patch.

The owner of that farm would then be told: Before you commence operations, in this farm, you must pay \$1,000,000, that is five per cent on \$20,000,000 value of your 50,000 acres at \$400 per acre.

The owner of the farm, that rich friend of ours, would say: Mr. Assessor, out of my 50,000 acres I seldom have over 17,000 under the plow, in the same year, because our big farms are not manured every year as small farms can be, and we must let the ground rest on grass for at least two years between each grain crop. Then, I seldom raise over twenty bushels of wheat per acre. Call it, then, 30,000 bushels. Even if I could sell it at \$1, then I would have, from my crop, but about one-third of my tax.

The answer of the assessor would most likely be as follows: It is all your own fault. You ought to have seen that the single tax was coming and should have long ago offered most of your big farm for sale in small parcels, so that not to pay, for the rest you could keep, any more tax than the small land holders around.

The above process would be applied to all large aggregations of land, agricultural, mining, rural or urban, because the single tax is not a question of mechanics. It is a question of *ethics* in land distribution, and hence in wealth distribution, and, therefore, in fair earnings to all honest workers.

Under our past and present social conditions, the bulk of the workers have been at the mercy of

the few controlling most of the land of nations. That is what gives to the few the power to buy labor, to employ labor. But you give to the many, to the workers, the power to control most land, through the process we have specified, and you have then reversed all industrial conditions. You have then given to labor the power of saying to capital: Henceforth land can only be had on the two following simple rules:

1st. Labor must have all that labor produces, as a grand totality.

2d. Society must have, for all social needs, just what labor wants society to have, as the embodiment of annual land values because of all land under a free market.

It follows, from the above, that instead of capital employing labor, as heretofore, labor shall employ capital, as soon as the control of all land and all land values is given to labor through the single tax philosophy. Of course, the process indicated cannot be grasped by the average socialist, in spite of all its intrinsic simplicity. You cannot even grasp the most self evident truth unless you are willing so to do.

Now, let us see if there is any reason for wheat to be down at fifty cents per bushel, or even lower, since that is given to us as a conclusive proof for the need of socialistic conditions lest we all go to the dogs.

The price of our American wheat is principally made in Europe, where we come into competition with wheat raised in India, Southern Russia, etc., but, do we need to compete in that line of production? Of course not. Under a healthy social status we would not export wheat any more than bananas. We would raise the wheat we need for our own home market, at the utmost. We would export finished products in large quantities, and thus compete with the highest paid labor in Europe, instead of competing, as now, with the cheapest labor in Asia, Egypt, etc.

An industrial organization which should raise the level of the working masses to the dignity of men, through full earnings, under free production and no monopoly rule, that would give to the masses the power to be well fed. That would give our farmers the opportunity of raising fifty times as many vegetables and fruits of all kinds as we now do. Over ninety per cent of our people to-day cannot afford to have one-tenth of the vegetables, fruit's, etc., they should have. They don't even enjoy one-fifth of the good beef that they are entitled to eat, in a land like ours. And so on, ad infinitum, in all the good things of life.

The idea of trying to combat fundamental reforms through the mere trivialities of certain prices to-day, or the very abnormal conditions

which would be swept out of existence by simply giving to the working masses what God and Nature meant they should have—our natural resources and potentialities, the source of all wealth!

It is a mere waste of time and brain force to keep asserting that that or this will happen to-morrow or in ten years from now, because it happens to-day; unless you can prove that the men of to-morrow or ten years hence shall do exactly what they do under our present social conditions. That is nothing but trying to intensify the intellectual anarchy that makes all reform difficult or impossible. That is but doing all in men's power

to delay progress, in any line whatever. When socialists do that they work for the perpetuation of our present social evils.

Each one of us has, of course, the right to entertain doubts about the finality of any reform movement that does not happen to strike him as fully fundamental. All the same, it stands to reason that, if the socialization of capital is at all possible, it can hardly take place until we have first socialized land values and cancelled all franchises by converting them into public functions. Even the latter seems to frighten our present generation. Why, then, to increase the perplexities of the masses with far less comprehensive and practical social combinations?

CIVIL SERVICE REFORM.

BY W. P. BORLAND.

Had the founders of our government been gifted with the power to look into the future and note the evils that have been brought about in these days by abuse of the appointing power, and the turning of government patronage to party advantage without any reference to the welfare of the public service, had they been able to foresee the "spoils system" of politics, there is good reason to suppose that they would have inserted in the constitution some provision governing the civil service in the interests of the whole people, and to the detriment of political corruption and chicanery. But it did not occur to the founders of our government to regard the public business in any other than a business light,—the government patronage was so limited at that time that it was perhaps impossible for them to imagine that it would shortly become a source of evil in politics—and, therefore, they made no special provisions concerning a matter for which the evident dictates of patriotism and good statesmanship could indicate but one mode of settlement.

The question of reform in the civil service arises from the fact that the federal executive has the power of appointing a vast number of petty officials to different branches of the service; and these officials have, in many cases, the power of appointing a large number of subordinates; all of which army of persons, thus dependent on government employment for a livelihood, is capable of being used as an instrument for party advantage instead of the real good of the public service. Such officials and their subordinates have properly nothing to do with politics, in the active party sense; they are simply the agents, clerks or servants of the national government in conducting its business; and they should be

treated just as the employes of private businesses are treated, and be selected for personal merit and retained for life or during good behavior. And that is the way they were treated during the early days; it never occurred to our first two presidents to exercise the appointing power on any other than business principles; and the power of arbitrary removal from the public service they did not attempt to exercise at all. The power of appointment to office is granted to the president by the constitution; the power of arbitrary removal was granted at a later date, in 1820, by legislative enactment; and although such power has been used without stint, on occasions too numerous to mention, it has generally been regarded as unauthorized by justice and good policy, and is now condemned by public sentiment in the strongest terms.

The question of the president's power of removal from office was first raised in the early days of President Jefferson's first administration, and was debated long and bitterly; and, however much we may admire the character of Thomas Jefferson, we cannot deny that he established a precedent which led to degeneracy in the civil service. The inauguration of Jefferson in 1800 marked the downfall of the federal party, which had maintained control of the government since its inception, and the accession of the Republicans to power. The contest which preceded this victory for the Republicans developed a great deal of bitterness of feeling throughout the country. The Federalists were the party of what was termed by them stronger government, by which was meant greater centralization of power and less dependence on the popular will for the conduct of public affairs. The Republicans, on the

other hand, were in favor of the widest possible diffusion of power and complete reliance on the will of the people; they looked upon all efforts at centralization with abhorrence. In furtherance of the federal policy, the federalist majority in congress, after the party had been repudiated at the polls, hurried a bill through congress against the protest of the republicans, creating a number of federal judicial circuits. The appointment of judges to fill these circuits was made by President John Adams and rushed through during the closing hours of the session of the last federal congress. These judges were known as the "midnight judges," because President Adams signed their commissions during the very last hour of his official life; the ink was scarcely dry on these commissions when the federal regime came to an end. It was exceedingly distasteful to the republicans, who, with Jefferson, had gained control of the government by an overwhelming majority, that these judges, who had been created merely to execute the repudiated federal policy, should be permitted to continue in office, and the existence of the "midnight judges" was, by Jefferson, simply ignored. As speedily as possible the republican majority in congress repealed the act under which the "midnight judges" received their appointments, and they were thus gotten rid of by legislating them out of office.

This transaction, in all its aspects, was a mere play for party advantage; and one party was as much to blame as the other; but, under the circumstances, the republicans may be said to have been justified in their action. But, in casting about for means to reward some of his party friends and workers, Jefferson was induced to invade the civil service and exercise the hitherto unexercised power of arbitrary removal from office. The collectorship of the port of New Haven was held by Elizur Goodrich, a most uncomplaining federalist, but an efficient officer, and one who gave general satisfaction to all concerned with the business of the port. Jefferson wanted Goodrich's office with which to reward Samuel Bishop, a distinguished republican, who had performed good service in bringing about the success of the party. There was no charge which could be brought against Goodrich sufficient to justify his removal from office, and, probably under pressure from his party advisers, Jefferson, therefore, took the bull by the horns and simply ousted Goodrich and put Bishop in his place. This act provoked a storm of indignation from the federalists, many republicans also condemning Jefferson's action as a manifest usurpation of power. The president's right to remove from office was vigorously assailed, and the republicans found

themselves driven into a defense of Jefferson's action, armed with a stock of arguments which were altogether weak. Even Jefferson himself found it necessary to enter the arena of debate for the purpose of justifying himself before the people. He argued for the necessity of placing men in office who were in sympathy with the aims of the administration, and he made use of a phrase that has become historic and come down to us in the form that officeholders "seldom die and never resign." He pointed out the impossibility of making the proper appointments unless there were vacancies to appoint to; and how should vacancies be secured except by removal? "For," said he, "those by death are few; by resignation none." The outcome of the matter was that Jefferson held his ground, weak and insufficient as it was, and Bishop held the collect rship.

This was the starting point from which grew up the idea that there is something especially democratic, and, therefore, meritorious, about "rotation in office," and government positions came to be regarded as plums, at which everyone ought to be allowed to take a bite. It was the idea of "rotation in office" that furnished the motive for the act of 1820, introduced by W. H. Crawford, of Georgia, which limits the tenure of office for various civil service appointees to a term of four years, and grants the right of removal "at the pleasure of the appointing power." Further legislation in 1836 fixed the tenure of office of all postmasters whose salaries amounted to \$1,000 a year and upwards at four years, and declared that they shall be "removable at the pleasure of the president." Crawford's law excited very little discussion at the time it was passed; its importance was probably not fully understood; nor does its importance seem to be fully understood now, as there seems to be little agitation for its repeal. Yet it must appear plain enough that there can be no effective reform in the civil service until all acts limiting the tenure of office to a definite period are repealed and the positions of all officeholders made as secure as are those of the supreme court judges; they should hold their positions for life or during good behavior. This seems plain enough, as the necessity for reappointment every four years leaves the chance wide open for the reward of the political partisans of the appointing power, without reference to their fitness for office, and it is too much to expect that the chance will not be taken advantage of.

Following the passage of Crawford's law, the next presidential election which resulted in a change of party was that of Jackson in 1828, and the utility of the law was then demonstrated on a

scale, and to an extent which caused many heart-burnings among the servants of the government. Jackson cherished the belief that the administration of his predecessor had been corrupt, and he turned men out of office with a keen zest, believing that he could best purify the administration of the public business by appointing men to office who were his partisans. The total number of removals from office during the forty years between Washington's first inauguration and the inauguration of Jackson was but seventy-four, and five of this number had been defaulters. During the first year of Jackson's administration the number of changes made in the civil service was about 2,000. Such was the abrupt inauguration on a national scale of the so called "spoils system." This phrase originated with W. L. Marcy, of New York, who, during the course of a speech in the senate in defense of Jackson's policy, in 1831, declared that "to the victors belong the spoils." It has been good political doctrine ever since that time. Speaking on this subject in the senate, in 1832, Daniel Webster said:

"This principle of claiming monopoly of office by right of conquest, unless the public shall effectually rebuke and restrain it, will effectually change the character of our government. It elevates party above country; it tends to form, it does form, we see that it has formed, a political combination, united by no common principles or opinions among its members, either upon the powers of the government or the true policy of the country, but held together simply as an association, under the charm of a popular head, seeking to maintain possession of the government by a vigorous exercise of its patronage, and for this purpose agitating and alarming and distressing social life by the exercise of a tyrannical party proscription. Sir, if this course of things cannot be checked, good men will grow tired of the exercise of political privileges. They will see that such elections are but a mere selfish contest for office, and they will abandon the government to the scramble of the bold, the daring and the desperate."

That Webster was a true prophet, the course of political history in this country has sufficiently demonstrated. Politics has become no more than a mere mad scramble for office; no important issues separate the two great national parties to-day; it is no longer the triumph of some great principle of governmental polity that is brought about by party success, but merely the transference of a vast mass of government patronage from the control of one party to that of another. Political battles are now merely contests between the ins and the outs; the ins trying to remain ins and the outs striving to become ins. The politicians have paid lip-service to civil service reform for more than fifty years now; they have pledged themselves to the reform for the purpose of securing votes, and when they have secured them they seem to have forgotten all about their pledges. In the canvass of 1840 the whigs promised to reform the civil service and the promise brought them many democratic votes; but after they had won the election they forgot all about

their promise, and followed the example set by Jackson by filling the offices in accordance with the "spoils system." The democrats followed in the same way in 1845, and from Jackson's time down to the present day it has been the almost universal custom to make a clean sweep of the federal offices upon each change of party. The "spoils system" has helped to sustain all manner of abominations, from grasping monopolies and civic jobbery down to the very lowest class of political whiskey joints. The virus is omnipresent; it runs through everything, and the natural tendency of the evil is to grow with the growth of the country.

Soon after the civil war the evils of the system began to attract the attention of thoughtful persons and agitation for a non-partisan administration of the civil service began to make itself felt, but it was not until 1883 that congress passed a civil service law allowing the president to select a board of examiners, on whose recommendation appointments are made. Candidates for appointment are subjected to an easy competitive examination, and are appointed solely with reference to their standing in such examination, or such is supposed to be the case, candidates showing the highest per centage of efficiency in the examinations being placed first in order for possible appointment; there is, however, an exception to this rule made in favor of persons holding honorable discharge papers from the army or navy of the United States, such persons being given the preference in making appointments without reference to their standing in the examinations, providing only that their percentage of efficiency is high enough to entitle them to appointment at all. This is the "merit system" of appointment to office, as contradistinguished from the "spoils system." Under the old system the two most scandalous abuses were the practices of forcing government employes, under penalty of losing their places, to contribute a part of their wages for election purposes; and allowing, or even compelling, government employes to neglect their work in order to take an active part in political campaigns. Something has been done to correct these abuses; employes are no longer brazenly and openly assessed for political purposes, and government clerks are not so "perniciously active" in political work as formerly; but the abuses are by no means stamped out entirely, as is indicated by the last report of the Civil Service Commission.

The present law is a good one, but it isn't wide enough in its application. It does not throw the mantle of protection over a sufficient number of employes, and it still leaves altogether too much

patronage to be exercised by the horde of political shysters who have the people of this country by the throat. The service classified under the act of 1883 is divided into five distinct branches, as follows: The departmental service at Washington; the customs service; the postal service; the railway mail service; and the Indian service. The classified departmental service embraces all the officers, clerks, and other employes in the several departments and commissions, except those appointed by the president, by and with the advice and consent of the senate, and those employed merely as messengers, watchmen, workmen or laborers. The classified customs service embraces all the officers, clerks and employes in the several customs districts whose compensation is \$900 per annum or over, except those who are appointed by the president, by and with the advice and consent of the senate, and those who are employed merely as workmen or laborers. The classified postal service embraces all employes below postmaster, excepting special delivery messengers and deputy postmasters, at all postoffices to which the free delivery system has been applied. The classified railway mail service embraces all superintendents, assistant superintendents, chief clerks, railway postal clerks, route agents, local agents, mail-route messengers, and other employes of the railway mail service. The classified Indian service embraces all physicians, superintendents, assistant superintendents, teachers and matrons. The whole number of employes in all branches of the civil service in 1883 was 131,860, and of this number but 13,924, or about ten per cent of the whole, came under the classification then in force. In 1891 the classified embraced about 34,000 employes out of a total number of 183,488, or about 18 per cent of the whole, the classified service thus showing an absolute gain of about 8 per cent between the years 1883 and 1891. In 1893 the classification was extended by President Harrison so as to embrace all free delivery offices, whereas the original classification applied only to offices having fifty employes or more. By this extension 548 postoffices, and 7,610 employes, were placed under the operation of the civil service law, and the total number of classified employes in 1893, January 18, was 42,928, or about 22 per cent of the entire service.

This is a very gratifying increase, but there is still much room for the extension of the service and its improvement in various ways. There is no reason why the classification should not be extended so as to embrace all the lower grades of the service, now exempt, and there is not the slightest reason why every postmaster and revenue

collector in the country should not be removed from the area of patronage. Postmasters, being appointed solely for political reasons, find many ways to defeat the intent of the civil service law and fill the places under their charge with their political partisans. Here is one method for defeating the law which recently came under my notice. A postmaster, who had recently been appointed, desiring to appoint a substitute carrier, requested the secretary of the examining board to certify the eligibles who were next in order for appointment. Two names were given him from the head of the list, according to the law, but it happened that they were both objectionable to him, being members of the other party. The next name on the register was that of a political friend, and a man the postmaster desired to appoint; but how should he manage it and not break the law? It required some figuring, but it was accomplished. The postmaster suddenly changed his mind about making an appointment and returned the certified names to the secretary of the examining board. Then he went to the objectionable applicant whose name was at the head of the list and offered him the position of janitor of the public building, the postmaster being custodian of the same; providing he would withdraw his name from the list of eligibles. The janitorship was just exactly what he wanted, and he gladly withdrew his name and received the coveted position. Then the postmaster called for a new certification; got the name of his friend, and appointed him promptly. The concluding part of the little drama was then worked out. The objectionable partisan who had received the appointment as janitor was promptly fired and a political friend of the postmaster appointed in his stead. When he protested he was pointed to the fact that the position was one which did not come under the classified service, and the postmaster, in his capacity of custodian of the public building, was under no obligation to retain him in the position. The disappointed candidate appealed his case to the Civil Service Commission, but it is extremely doubtful about him being afforded any relief. This is, no doubt, but one of many ways in which the partisan officials, who are still under the shadow of patronage, make their subordinates suffer for the fact of holding political opinions different from their own. There are many ways in which a postmaster who is so inclined may defeat the purpose of the civil service law; they should be deprived of all motive for defeating it by being themselves placed under the operation of the "merit system" of appointment. The general public could only be the gainer.

Another way of defeating the law is illustrated by the action of the congressman from my district a short time ago. The collector of a small port, whose salary was \$900, just sufficient to bring him under the operation of the law, was removed from office in the following manner: The congressman desired this position with which to reward one of his partisans, and, in order to accomplish his purpose, he introduced an act reducing the salary of the man he desired to remove to \$850 per year. He succeeded in having the act passed, when the man he desired to oust was removed from the protection of the law, and it was then an easy matter for him to secure his discharge from the service and bestow his place upon the man he desired to favor. The next thing in order will be an act of congress restoring the salary connected with this position to the former figure, or even a larger one, when this man, who received this appointment as a reward for petty and not wholly reputable party service, will be placed under the protection of the law and will thus be safe until some other congressman covets his place and goes through similar gyrations in order to oust him. All such operations as this are disreputable; the public service is not any the gainer thereby; and it is important that the classified service be extended so as to embrace positions which may be manipulated in this way as soon as possible. If a \$900 a year employe is entitled to the protection of the law, there is no possible reason why an employe who receives \$800, or \$600, or \$500, should not be entitled to the same protection. The law has sufficiently demonstrated its utility in protecting the employes who are included in its operation; all that is needed now is to extend its scope so as to include every employe in the government service, and the iniquitous "spoils system" will be a thing of the past.

The importance of this subject to railway employes lies in this: The chief argument against the government ownership of railroads is that it would be extremely dangerous to the liberties of the citizens of the country to have such a vast army of persons as is employed in the operation of the railroads placed in a position where it might be manipulated for party advantage, as by means of the patronage thus placed at its disposal a party might easily perpetuate itself in power and fasten conditions of absolute slavery upon the country. Under the "spoils system" the argument has some considerable weight; but under the "merit system" of appointment it has no weight whatever. It is only because they owe their positions to a party that any body of men can be induced, against their honest convictions,

to work for party success, and when the motive is removed the action springing from the motive falls to the ground. When it is thoroughly understood that appointments to the government service are to be made strictly in accordance with some system of merit, and that the tenure of such positions is dependent only on the maintenance of a certain standard of efficiency, there is no reason whatever to fear the evils of political patronage. Under such a system, and with government ownership in force, railway employes would be much more independent in expressing their political opinions, and exercising their political privileges than they are to-day. It is indisputable that railway employes are now frequently coerced into voting in accordance with the dictates of their employers, and are made to feel that their bread and butter depend upon following a certain course in politics, whether that course harmonizes with their honest convictions or not. This could not happen under effective civil service regulations, and, instead of binding them to a party, railway employes may yet discover that government ownership is the one thing needful to free them from party domination.

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The purpose of the debate which has been carried on in these columns between Mr. Stuart and myself require that I should say a few words concerning the matter of his August article. Whether or not Mr. Stuart has justified his assertions concerning the single tax, by means of his technical examination of the term "capital," must be left for the reader to decide. Whether or not Henry George's definition of capital is correct one is a matter of small moment; we are concerned here merely with a question of fact concerning a definite statement. When Mr. Stuart cited a great mass of stocks and bonds which are now the effective instruments of exploitation and robbery of the masses, and confidently told his readers that, under a single tax regime, they would continue to be exploited by such instruments because they were capital, and therefore, a "good thing," he made a statement which was not true, and he has detracted nothing from the falsity of that statement by bringing forward the opinions of Professor Bohm Bawerk and Karl Marx to show that Henry George's conception of capital is erroneous. It is not my purpose to enter here, into a discussion of the several conceptions of capital; whether or not capital should be regarded as wealth used to produce more wealth, or wealth used to produce income without personal exertion, is a question that may well be placed on one side just now, for all the purposes of this debate, as it will tell us nothing concerning

ing the truth or falsity of the absolute statement made by Mr. Stuart regarding the mass of stocks and bonds brought into the discussion. This matter turns solely on a question of definition; and that, too, purely single tax definition. It is not to be decided by socialist definition, nor definition of the Austrian economists. Is the single tax definition such as to make Mr. Stuart's assertion an assertion of verity? That is the question. I have already answered the question in the negative. The position of the two schools regarding the matter introduced by Mr. Stuart is practically identical, but by the subtleties of definition and the sophistries of argument, they are made to assume widely different positions. To illustrate, we may roughly state the position of the two schools as follows: The socialists say that capital is not entitled to reward. The single taxers say that capital is entitled to reward. On the surface, no two propositions can be more antagonistic; they seem to have nothing whatever in common. Evidently, the ground of union, if such there be, will be found in different conceptions of the term capital. Now, taking the matter of this debate, and throwing the position of the two schools into syllogistic form, we get the following: The socialists say:

Capital is entitled to no reward.

These stocks and bonds are capital.

Therefore, these stocks and bonds are entitled to no reward.

The single taxers say:

Capital is entitled to a reward.

These stocks and bonds are not capital.

Therefore, these stocks and bonds are entitled to no reward.

We thus see that the conclusion is the same in either case, and Mr. Stuart's labored argument amounts to nothing when applied to the relevancies of the debate; it is what is commonly denominated as "much cry and little wool." With regard to the reforms in New Zealand, if Mr. Stuart is inclined to accept them as socialistic he is welcome to do so—no single taxer will kick. There is much in the New Zealand system that is inharmonious with the single tax principles, as there is also much that is inharmonious with so-

cialism, and it is not within my knowledge that any single taxer has ever claimed more than an approximate application of their principles there. But there is this much to be said: Single taxers have fully as much right to claim credit for, and rejoice at, the results brought about in New Zealand as have the socialists, and I imagine they will continue to do so in spite of Mr. Stuart's protest. In quoting from Consul Connelly's report, Mr. Stuart reminds me of the man who set out to prove the non-existence of God from the Bible. He took a phrase from the writings of Solomon, "There is no God," and the thing was done. This is a favorite method of quotation with those persons who aim to befog instead of instruct. In presenting conclusions on his report, Mr. Connelly says: "That there is very little difference between the present land tax and the single tax as proposed by single taxers, as they are called here in New Zealand, is easily shown." He then goes on to state the points of difference, and makes an impartial statement of the exact state of the public mind with regard to the reform, showing where sentiment is strongest both for and against it, and he closes his report with the following sentence, which states the exact fact: "The fact is, the present mode of taxation—land and income—is only one degree removed from the single tax." In speaking recently of the situation in New Zealand, the *Twentieth Century*, the organ of Mr. Stuart's own party, said: "Four years ago the situation in New Zealand seemed hopeless in the extreme. Industrial stagnation was everywhere; the unemployed were numerous, and were flying from the colony; reform ideas were talked, but seemed to have no power; everybody was discouraged. Suddenly there was a coming together and a political uprising of the people. To-day labor rules the legislature and has gained the ministry of New Zealand. It has gained woman's suffrage, short hours, *an approximation to the single tax*; (italics mine); the government is developing co-operative communities for the unemployed. New Zealand leads the world."

I will, here, leave Mr. Stuart to extract whatever comfort he may from his position.

OUR NEW YORK LETTER.

Politics are barred from THE CONDUCTOR by a not unwise rule; and yet to attempt gossiping about the current of events in New York City would be a dumb show indeed if that supreme political topic, the tariff question, were altogether avoided; since people here have been talking and writing of but little else, in which they are proba-

bly not unlike the rest of the country. It can hardly be said that there is much discussion, for everybody execrates the Gorman Bill; some because of the tendency to which it pretends to be a compromise, and others because it so flagrantly betrays that tendency, and yet, after all is said and done, the bill itself, while unquestionably

long way behind the popular demand, is yet a far longer step toward the liberation of industry than the most radical free traders would have dreamed of ten years ago as a consummation so soon to be arrived at. The comparison of average percentages amounts to nothing either way, since it is the individual features which are really effective in a tariff; and in this latter respect the new bill shows its darkest as well as its brightest side; some of the schedules that have been least talked about containing some of the worst jobs. But free wool and free lumber were all that free traders of the most sanguine temperament hoped for up to a very recent date; and except for the special jobs, the bill is really almost identical with the Mills Bill, the banner of the vanguard only three short years back.

What the bill is or may do, however, is for the moment less thought of than the scandalous way that it was forced upon a clear majority of both congress and the people in opposition to it; and on all sides one may hear indignation at Gorman and his kind, mingled with contempt for such old women as Vest and Harria, who made such a complete mess of things by insisting upon bringing into play their superior wisdom to revise the work of so much abler men than they in the Lower House. Just what form the expression of this opinion will take in the coming elections is something for time only to solve—whether it will result in far greater radicalism in the immediate future, or a reversal of popular sentiment as a result of popular disgust; but outside of the purely political results, the good features which were left in the bill are subject for congratulation, as opening the door for a very considerable increase of commerce and industry that will help along a revival from the depression of the past two years, through a widening of the field for employment to all.

Newspapers generally have made a great row over the abuse of "Senatorial courtesy," and justly so; and yet there is such a thing as journalistic courtesy, which is just as ridiculous and often just as harmful. In one of its phases it might better be called "journalistic discourtesy;" the silly rule which forbids in each metropolitan paper any mention by name of another paper, when it can possibly be avoided; and a conspicuously absurd illustration of this was given during the discussion of the tariff in the Senate. By way of holding up all tariff legislation to rebuke, the *Press*, which is the most aggressive protectionist organ that we have, called upon the Democratic county chairmen throughout the state to express their opinion on the Gorman abortion. The replies were positively startling, coming from men

who have always been considered steeped in protectionist traditions and dragged along most reluctantly in the path which their party has been following since 1887. Almost without exception they denounced the bill, not because it put some things on the free list, but because it did not put enough there; not because it was an upsetting of trade by tinkering with established business conditions, but because it was a betrayal of the radical instructions voted by the people in 1892. In reality it was an enormous boomerang to the *Press*' intention, which was clearly to make a display of the "conservative" sentiment that was supposed to exist up the state, in both parties; but not one of the rival papers had the brains to take a vantage of this fact and exploit it—solely because, in so doing, they would have had to give prominent notice to an "esteemed contemporary."

It is time, indeed, for the spirit of freedom in all things to be carefully stimulated when such a bill is possible as the anti-anarchist law recently introduced in that den of anarchists, the Senate, which was even then chiefly occupied with defying the will of the American people, and when such a disgrace to American traditions could almost escape comment by the press. To say that one need not be an anarchist or to have the remotest degree of sympathy with even the most peaceable form of philosophic anarchism to take this view, is surely a truism, yet perhaps it may be necessary, at a time when there is a state of sentiment that would permit such a bill to go unchecked through Congress, except for the courageous Americanism and common sense of Congressman Jno. DeWitt Warner. We have gone a long way, in some respects, toward aristocratic and plutocratic rule, even while we have made so much progress toward a truer liberty; but never before has a proposition been brought forward to repress free thought and free speech that has been treated as this has been. There is no question of panic here, or mad rage at criminal violence, or even silly talk that can be taken as leading to violence, but simply a cold-blooded proposal to allow the servants of the law to exclude men from our shores—not for something that they do, but for something that they think. All the Hungarians and Poles and Sicilians may come who are daily lowering the average character of our citizenship, for they are useful beasts of burden to those who control the sources of wealth on which their labor can be employed, but not men who have different views on politics from those which a majority in Congress for the time being happen to entertain! For that is what it amounts to.

All of this reversal of the progress of civilization is really a leaning back to the old days when people were beginning to learn the value of a fixed arrangement of laws as a convenient means of establishing known relations between men, and jumped to the opposite conclusion that anything could be done by law; just as before that they feared that the king could accomplish all things. The fallacy is a hard one to outgrow and it must be candidly admitted that labor unions are among the blindest sinners in this respect. Only too often, both leaders and members seem to fancy that if they can but get a law through by hook or by crook, the whole thing is done; and so we see the history of labor agitation to consist very largely of the enactment of utterly futile laws. An amusing phase of this is the attempt to get square with Pullman by taking away the charter of his company, in pleasing oblivion to the fact that this would not rob him of a single one of the real things through which he levies tribute upon his employes and the public. We had an equally amusing illustration of that once in New York; when a complete exposure of the most outrageous bribery was punished by the solemn confiscation of the Broadway street car line's charter. So much was deemed to have been granted by the state; but the franchise of

the right-of-way came under the sacred head of property which, of course, had already been sold to "innocent" purchasers; and so the thieves got safely away with their swag.

We are having one refreshing development of the campaign of humbug which was started by Parkhurst and kept up with the hope of hurting Tammany by an exposure of vice and police corruption. The hollowness of this pretence is fairly illustrated in the praising by the *World* as the "one honest captain" of Inspector Williams, who a dozen years ago was the typical evil example, and who is perfectly well known to have accumulated a country seat and steam yacht on \$2,000 a year. But a crusader has arisen, Mrs. Sallade by name, who fights for hearth and home and is trying to drive out the objectionable people from her street, on the ground solely of their being a public nuisance. It holds out bright promise of the day when the residents of each block, not the landowners who may live anywhere else and be concerned only with the money that they get out of it, shall have the right to decide what their surroundings shall be; and when the law shall be really modeled on its theoretical principle, that the business of the state is solely to prevent mutual aggressions by citizens upon each other's rights.

EDW. J. SHRIVER.

THE TOTAL COLLAPSE OF THE SINGLE-TAX ARGUMENT.

BY W. H. STUART.

The single-tax theory is based on the assumption that all surplus wealth over and above the cost of the subsistence of labor is absorbed by the private landowner in the shape of "rent." It is therefore proposed to confiscate to the use of the community all rent of land, irrespective of improvements, by which means, it is asserted, an equilibrium of opportunities will be established, by throwing open land and resources to all upon equal terms, with the assumed result that involuntary poverty would be forever abolished, and an era of unexampled prosperity be ushered in such as the world has never witnessed.

The critical reader of "Progress and Poverty" will notice that the theory that rent tends to absorb all surplus wealth is assumed as a self-evident axiom. No evidence whatever is brought forward in its defense. No statistics or facts are quoted or appealed to showing that the landowner is the only, or the chief exploiter of labor. It is one thing to assert that wealth is rapidly concentrating in the hands of a small class, but it is another and altogether different thing to assert

that "rent swallows up all the gain and more than the gain."

The statistics of the industrial nations of the world totally discredit the assertion. During the decade ending 1890 it has been shown by Prof. Mulhall of England, and Hon. D. A. Wells of this country, that while wealth during that decade has accumulated and increased beyond any similar period in the world's history, yet that rent of land has been steadily declining, the estimate for England alone being one thousand millions. The same is true regarding Germany, and in this country the decrease in land values and of rent (except in a few localities) has been enormous, and must amount to hundreds of millions annually.

This decline of land values in this country has not been confined to the agricultural areas of the New England states—where agricultural rent has been almost literally wiped out—but has extended to the great middle and western states, with the prospect that as fast as the capitalist mode of production destroys the small farmer, horticult-

turalist, and manufacturer, rent will still further decline, and surplus value more and more be absorbed in the shape of "interest" on capital, and "wages of superintendence."

I shall devote the remainder of this paper to a *resume* of the arguments I have urged against the adequacy of the single-tax remedy as a solution of the economic problem and to the defense—where there has been any offered—of my opponent, Mr. Borland.

In courtesy I should perhaps say "my opponents," for I have been subjected to a running fire of comments and querulous scolding at the hands of Mr. Jose Gros, but it would merely be courtesy to include him. Mr. Gros is too superficial a writer and too poorly equipped in the science of political economy to be dignified as an opponent in a serious discussion of economics. Like the defenders of current theological superstitions he is forced to disguise his ignorance of the subject and hide behind supposed "divine laws," the "supreme will," etc. This is an old theological trick to assume familiarity with the will and purposes of the Almighty. But in a discussion of economics, which pertain to this world exclusively, it is entirely out of place. Wherever Mr. Gros has referred to my arguments or statements he has invariably misrepresented, distorted, or misconstrued them, the result on his part of a desire to lessen their force, or on account of his ignorance of the subject. Candor and honesty, therefore, compel me to exclude him as an opponent.

I shall now review the arguments I have advanced.

1st. The confiscation of economic rent is equivalent to the confiscation of the land. Single-taxers admit this and defend it.

But I have shown that rent of land and interest on capital both represent robbery of labor; that owners of land can show quite as good title to their possessions as can the owners of capital, and that to confiscate the one and leave the other would be partial, unjust and indefensible. To the large class of farmers who were forced by our land system to invest their capital in the purchase of land before they could gain access thereto, and to the equally large class of workers, the price of whose home sites represents, usually, years of toil, the confiscation of rent would be indefensible robbery, for as the competitive system would be retained under the single-tax regime, deprived of the capital invested in the farm and town site, they would be less able than ever to compete with organized capitalism in the unequal and bitter struggle for a living. I have shown that in a country like ours of boundless

extent and sparse population, the private ownership of occupied land, cannot prevent access to natural resources, but that it is owing to the *private monopolization of unused land*; that our present laws, if enforced, would entirely prevent this; that if all land, improved or unimproved, were taxed equally, it would have the effect of throwing upon the market hundreds of millions of acres of the finest agricultural land in the world, and also millions of building lots, the present owners of which are enabled to hold them out of use, like the owners of agricultural land, by a failure to enforce present laws, being taxed from one-fourth to one-tenth of its value; that so far as free access to natural resources would solve the economic problem that could be effected by enforcing existing laws, that until we have done this it is a waste of time to discuss the partial and unjust scheme of robbery and confiscation contemplated by the single-tax.

Again, the "unearned increment" which the single-tax is designed to confiscate, has been widely diffused among millions who are not now land owners, who have invested their profits from land speculation in, perhaps, other forms of labor exploitation. Are they to go free while the present land owners are to be dispossessed of the accrued value in which former owners have been the chief beneficiaries? The proposition is unjust. When we decide to make land common property let us return to present owners that value that they paid to former owners, or if we go into the confiscation business, let us make it general and without discrimination as to any form of wealth.

To these arguments Mr. Borland makes absolutely no defense. He contents himself with the assertion that society has the right to make any disposition of the land that it pleases, providing society on the whole would be benefited. The truth of his assertion is admitted, with the qualification he makes. But we will see that he, nor any other single-taxer, has been able to demonstrate that under existing economic conditions access to natural resources to the man without capital would be anything more than the merest mockery, or that it would, of itself, be even a step in the direction of the solution of the industrial problem.

2d. The insecurity of tenure both of land and improvements that would obtain under the operation of a tax that would vary so greatly with increase of population and business.

That under a single-tax regime, rent of land would not only equal present rent but would greatly increase, is a proposition stated and defended by nearly every single tax writer and

speaker. *The Standard*, some months before its suspension, declared that the adoption of the single-tax would cover every vacant lot in New York City with a factory. Nearly, if not every editor of a single-tax paper has declared that the adoption of the single-tax would bring into use every foot of vacant land in their respective cities. Wherever any doubt is expressed as to the sufficiency of economic rent as a source of public revenue we are pointed triumphantly to the enormous increase in land and rental values in such populous centers as Chicago, Kansas City, Minneapolis, St. Paul and others. Indeed, the devout George sees in the law of rent an evident provision of the "Divine Intelligence" by which a fund is created that will increase in direct ratio with the increase in business and population, and upon which society can always rely for all the purposes of revenue. Admitting the correctness of the single-tax contention, "divine laws" and all, I have shown that such rapid increase in rental values would destroy all security for permanency of occupation of land and improvements; that under such conditions of insecurity no poor man would dare build a home in a growing town, lest rapid increase in the rental values would force him every few years to move or abandon his improvements. It would force working people to choose the most undesirable locations to guard against increase of rental values. I think that along the railroad track would be the favorite locations for the homes of working people under a single tax *regime*.

The risk would discourage the building of small isolated homes, which would no doubt be replaced by huge shambling tenements erected by capitalists for private profit. Indeed the insecurity of tenure that would prevail would discourage permanent improvements, for from the time the improvements were erected the land would virtually be up at auction to the highest bidder. Capitalists who needed a particular location for any purpose would merely offer a higher rent to obtain the location and thereby compel the poorer lessees to vacate if their business did not justify the payment of an increased rent.

It has been urged that in such cases the new lessees should be compelled to pay the owners for their improvements before they could be disposed. This, however, is a clumsy device to tide over a difficulty that George stupidly overlooked. That plan would merely put a premium on the erection of large shambling and ungainly structures, which being unsuitable, and expensive to destroy, applicants would refuse to purchase, enabling the owners to retain possession of per-

haps choice locations, thus retarding the growth of the town and materially reducing its revenues. This continual insecurity of possession entirely discredits the single-tax as a solution of the land question, an important, but not the most important factor in the solution of the economic question, at least in our country.

3d The total inadequacy of economic rent as a fund to provide revenue for all public purposes. I have shown that present rent is not "economic" rent, but "monopoly rent," due to the monopolization of unused land. The amount of our land now in use does not comprise more than ten per cent of the total area. The present area of our vacant land would support in comfort an additional population of five hundred millions. The adoption of the single-tax would throw all vacant land on the market and reduce rental values to one tenth or perhaps one-twentieth of present rental values. This is a result of the adoption of the single-tax theory that George did not anticipate, for there is not a line in "Progress and Poverty" that would indicate that the author had the faintest conception of the enormous reduction in rent that would result on the adoption of his theory. The single-tax assumption is, that if say a certain lot paid in rent now one thousand dollars per annum that amount under a single-tax *regime* would be merely transferred without diminution to the state; that rent on the average would probably be reduced to one-tenth of former rent, never entered the single-tax intellect. The failure to take into account the enormous difference between natural rent that would obtain under a system of non-monopolization of unused land and our present system, makes the term "single-tax" a misnomer and absurd, and reduces "Progress and Poverty" to a mere *olla podrida* of poetry and platitudes. Take an illustration: Suppose that a certain town has 5000 population, and contains 1000 buildings of various kinds, hotels, opera houses, dwellings, stores, factories, etc. Suppose that within a year 2000 additional buildings of the same various description were erected, without any increase, or only the normal increase in the population. There would therefore only be one building occupied out of three; every one can see that under such conditions rent would be merely nominal and a fraction of former rates. Economic rent would still discriminate between the best and worst locations, but the rent of even the choicest locations would be enormously reduced, while for most of the buildings economic rent would be a vanishing point. Now, the same relative reduction would occur under the operation of a tax that would throw upon the market—not three times, as in the case

of the buildings—but ten times more vacant land than there is present use for, or likely to be within the next hundred years. Under such conditions to talk of economic rent being sufficient for all the purposes of public revenue is arrant nonsense, and shows the uncritical nature of the single tax intellect from Henry George down to Jose Gros.

To this argument my single-tax opponent and "apologist" makes no adequate or direct reply in rebuttal. Like his master he appears to assume that the rent fund was evidently intended by a "divine" or "natural" law to provide a fund for public use. He informs us in his finest apologetic vein that the "law of compensations" will attend to it in good shape. That law provides the Esquimaux with a blanket of fat to enable him to endure the extreme temperature of his habitat, and that by parity of reasoning, "the law of compensation" will see to it that economic rent will be forthcoming in sufficient quantity(?). "So closely," continues our "apologist," "has this system of natural compensations been traced that wherever crawls a poisonous reptile it is said that growing near may be found the plant which is an antidote for its bite." He cites this as a scientific statement of fact, whereas, on the contrary, it is mere ignorant twaddle, which, only a theological or single-tax "apologist" would be guilty of. "Nature leaves no want unprovided for"—more twaddle. For three solid pages our apologist squirms in this vein. He asserts that the sufficiency of economic rent is not a vital factor in the single-tax theory, whereas, on the contrary, the whole theory is built up and buttressed on the alleged sufficiency of a tax on land. All other taxes are declared unnecessary and a wicked robbery of "labor" or "capital." "When it is admitted," says Mr. Borland, "that the single-tax would put an end to land monopoly * * * those who look for the triumph of principles rather than the exaltation of theories ask for nothing more." Indeed! How modest! Compare that statement with George's rhetorical flourish: "What I, therefore, propose as the simple yet sovereign remedy, which will raise wages, increase the earnings of capital, extirpate pauperism, abolish poverty, give remunerative employment to whoever wishes it, afford free scope to human powers, lessen crime, elevate morals, taste and intelligence, purify government, and carry civilization to yet nobler heights, is—to appropriate rent by taxation." What a grandiloquent declaration! And now apologist Borland will be satisfied if the single-tax will only destroy land monopoly(?). Why, bless his heart, I have shown conclusively

that that reform would be effected by the enforcement of present laws, which would force the owners of millions of acres of land to abandon it, land held at ten dollars per acre being assessed at fifty cents per acre, and assessed low purposely for the purpose of raising a revenue, the assessors knowing full well that to assess vacant land at its full selling price would force the owners to abandon it to the government, and by throwing it upon the market, lower the assessed value of occupied land, and thus enormously reduce the revenue for public purposes. As I have stated, the present system of land taxation is the best that could be devised for the purpose of raising the largest possible revenue from a land tax, for it permits the monopolization of the entire continent by private owners, which enormously increases the price and rental value of all land.

4th. The fallacy in the assumption, that with free access to land and natural opportunities the man without capital, under present economic conditions, could compete with organized capital, or that the "iron law" of wages would not still remain in full force and effect.

This is the real economic argument against the single tax theory. The previous arguments that I have urged served to show the shallowness and absurdity of that theory, and were of themselves sufficient to discredit it, but the argument based on the inevitability of the "iron law" of wages under a competitive system of production is a complete *non sequitur* to the single-tax theory. I have showed fully how impossible it is for the small manufacturer or miner to compete with the gigantic "trust," and how inevitably agriculture and horticulture are falling under the dominion of the capitalist, that I must not dwell on the subject. Nothing so fully illustrates the total collapse of the single-tax defense, as the inability of my opponent to make even an "apologetic" defense of the assumption that free access to natural resources would restore an equilibrium of opportunities to all, and abolish involuntary poverty. I have in successive numbers of this magazine challenged him to the proof. I have insisted over and over again for him to show how wages would be raised by the adoption of the single-tax, why the employer would be able or inclined to pay more wages when the state would be the landlord instead of a private owner; or, if the employe was dissatisfied with his wages and decided to apply his labor direct to land, how he would be able to compete with the wealthy capitalist class controlling the costly labor-saving tools of production. I have asked him to take a mechanic, a farmer, or a laborer and show how, under a single-tax regime, they would be any

better able than at present to compete with organized capital. But my opponent cannot be tempted into a reply; he is dumb as an oyster. Privately, I have no doubt, he feels confident that the beautiful "law of compensations" will in some mysterious and impossible-to-explain manner bring things out all right, but he has a fear, that the "law of compensations" racket may not "go" as an explanation of all things terrestrial and celestial. He does, indeed, ask why under a single-tax regime the laborer should not work for himself instead of for a capitalist. But when I ask him to describe the *modus operandi* of how the laborers will proceed to create wealth, whether by mere hand labor, or if by machinery, who will own the machinery; whether a few as at present will own the machinery and charge interest as their reward for "aiding production" and thus continue the capitalist system of production, or whether the laborers will co-operate and own the means of production in common, and thus institute "socialism"—the deponent saith not.

The reader may perhaps assume that an abler advocate of the single-tax might answer these questions satisfactorily. But I assure the reader that these very questions have been put to Henry George himself by his own disciples, notably by the present president of our local single-tax club, Mr. Ralph E. Hoyt, but without avail. Several others have tried it with the same success. The great George is as silent as "apologist" Borland. Indeed, at a meeting of our local single-tax club, one of the principal members of the club admitted that single-taxers were absolute believers in the doctrine of *Laissez Faire*. He frankly admitted that capitalists were able to accumulate enormous wealth without in any way controlling natural opportunities, and cited the case of Geo. M. Pullman, but claimed that labor was a commodity like all other commodities and that Pullman was justified by the laws of political economy in purchasing the commodity "labor" like other commodities at the lowest market price; said those things could not be helped; that single-taxers believed in absolute free competition.

These are the sort of "economists" who pretend to have a "remedy" for existing social conditions(?)

There is one subject that apologist Borland is really desirous to take, and that is the socialist theory of value. Bro. Borland just revels in metaphysical disquisitions, and in petty and trifling wrangling on matters of mere opinion, and childish and frivolous objections which do not affect any fundamental principle in dispute. I decline. First, because I have elsewhere answered all his childish objections to the socialist theory of value, and life is too short to have them rehashed over again in THE CONDUCTOR with whose readers I desire to be on good terms, and therefore refuse to be a party to such an affliction on them. Second, even if Mr. Borland succeeded in impeaching the socialist theory of value, it would not make the slightest difference in the real argument in favor of co-operation. Suppose under a socialist state we are forced to acknowledge the difference in the value of labor, and pay "rent of ability." It is evident that in a state where every citizen was a man of culture and education, that such great inequalities as now exist in talent would be greatly leveled. Our greatest salaries are now paid for talent in chicanery, for cunning and shrewdness in "getting there" by any means, no matter how dishonorable. Such talent under a co-operative system would have no value, and it might be that the man who was engaged in cleaning a cesspool would demand much higher pay per hour than a civil engineer engaged in the construction of an important public work. Thousands who know nothing of the socialist theory of value are intelligent believers in and advocates of co-operation. Cairnes, the eminent orthodox economist, opposed the socialist theory of value, yet declared that wealth was and would concentrate into the hands of a diminishing number of capitalists; that the rich would grow richer and the poor poorer, and declared emphatically that the only possible solution was in the co-operative system of production and distribution.

A FEW OLD LETTERS.

BY R. M. WEBSTER.

NEW HARMONY, Ind., U. S. A., July 19, 1826.

Dear Nan: This is a queer country. Woods, woods, woods. Swamps, swamps, swamps. Squirrels without end. Billy and I shot thirteen yesterday morning before breakfast. There are wild turkeys also, and coons and woodchucks and rabbits. Two months ago there were wild ducks by the thousand. Later there were pigeons by

the million. We have all the game we can eat. If we only had a market like London for it we might get rich. But there is no market here for anything.

And there is too much ague. And some of our people here have no more practical ability or sense, for pioneer work like ours, than a baby.

Between you and me, I begin to believe Mr.

Owen has made a mistake in coming so far from well settled and established communities. What with these malarial swamps all about, and the want of practical men and the want of a market for what we hope to produce (we have produced nothing yet after one whole year), it seems to me Mr. Owen will only sink his fortune.

I wish you were here. I'm just dying to see you. Yet you must not come until we are in better condition.

I look for your letters as they that watch for the morning. We have a few neighbors from the New England states, and there are a few colored people near by. But it is all new, a few clearings in the woods, log houses, and an endless lot of work to be done before it will look like a civilized country.

I am losing all conceit of co operation. No; I won't say that. I mean I am losing faith in co-operators that don't co-operate and that don't know how to do anything, but can eat as much as anybody.

More next week, from your devoted SAM.

LONDON, August 30, 1826.

My Brave and Beloved Sam: Your letter of July 19 reached me in a little more than five weeks. It usually takes two months. I suppose it takes all of two weeks to get a letter from New Harmony to New York or Philadelphia, so that particular letter must have crossed the ocean in three weeks. How the west winds must have blown.

You know how I look for your letters. You must write every week at least. I am very sorry you are not getting on better in the co-operative colony. Here is a nice bit I copied from a paper about it: "We learn that Robert Dale Owen, the great cotton spinner and philanthropist, has started a new venture in North America, in a place called Indiana. He has bought a large tract of land and got some people to go onto it and form a co-operative community, in which everybody is to own everything, and all are to work and live together like a great family and share equally all the income and all the blessings. We don't wish any harm to so good a man, but if somebody else should call him a fool, we should not undertake to prove the contrary. That he will have his labor for his pains and lose his money is most likely."

There's more of it; but that's enough. After reading your letter I think perhaps the writer in the paper may not be far out.

O, yes; and C. H. sent me a note the other day. I had refused to go with him to the play, and his note says: "My Dear Miss Nancy: May I come

and see you some evening. I have news from Mr. Owen's colony you might like to hear.

Yours respectfully, C. H."

I thought I would not reply, for he annoys me with his attentions whenever he has a chance.

Well, on Sunday he joined me on the way home from church. Aunt Jule was with me, too. He said: "Shall I tell you what I heard from Jim Thorn, from New Harmony?" I said: "Yes, if you please." Then he told me that Jim said you had been awful sick; that you were waited upon by a young nurse, who had fallen in love with you, and that the colony affairs had made no headway; that the people don't agree; that they are always having the ague, and that most of them are homesick, and that New Harmony is nothing but old discord, and that Mr. Owen is just throwing away his money.

Now, Sam, if this is true (I don't mean about the nurse—of course, that is some of Jim's nonsense—I mean about the colony), would it not be better for you and me to put together what money we have and buy a farm of our own, far enough away from the swamps. Of course, land is too dear in England—for us. But I do think Mr. Owen might, with all his money, get a place in his own country, that would bring an income right off. By the time New Harmony is profitable, it will have cost him more than a good large estate here.

I don't believe in going after a thing because it's cheap, unless you are compelled to.

You are 'dying to see me.' I am *living* to see you. Your own NAN.

NEW HARMONY, Ind., U. S. A., Oct. 30, 1826.

My Own Nan: I have had all your letters. I guess. But the one dated just two months ago took a terrible while to get here. I have written every week, and you know about how we are. But that piece in the paper is all right. There never was a better man than Robert Dale Owen. But he is ahead of his time. This kind of co-operative community will never work in a country like this, where you can get all the land you want for five shillings an acre. Men prefer to be their own masters, and work when they please, and as they please, on their own land. They would sooner be poor and do as they like on land all their own than get rich on land not wholly theirs and by doing what other people tell them.

Owen has the right idea for *unselfish* and *perfect* men and women. But we don't have that sort in New Harmony—not to any great extent.

Yes, your idea is good. I'll look out for the right spot.

As to the girl that fell in love with me, it was our colored cook. Of course, there is nothing in

it. But I treated her like a lady, as if she were just as good and worthy as I am. And, of course, she liked it, and told Jim I was just lovely.

The fact is, *Jim wishes* she would fall in love with him. She is nearly white and really handsome.

Never mind C. H. I feel no fear or jealousy. He is a harmless fellow, and I like him all the better for falling in love with you. I might think my taste not perfect if no one else admired you and wanted you. I know perfectly well that you are to be trusted, and that nothing short of my own say so, direct to your face, would make you believe me false. You would not even believe if I wrote it. You would be sure it was a forgery—or trick. This is why I am happy all the day, despite the ague, which *has* shaken me up a few times, but I am not the one to be killed by it.

I, too, thank you for the correction—am *living* to see you.

If I could get five acres in England for what I could get 500 here, I would come back; that is, if Owen's New Harmony colony is a failure. And it will fail. And I begin to think it ought to fail. Enterprising, thrifty and able men are not going to be kept down by a community of weak people who want other folks to take care of them and do all the hard work.

But I must stop now. There are good times ahead for you and me. Till then I am your own particular personal property.

SAM.

LONDON, December 26, 1826.

My Faithful and Noble Sam: I have had several letters from you, in which you speak as if the colony would fail. But your last, which I have just received—seven weeks on the way—*assures* me that New Harmony will not realize Mr. Owen's ideals.

Here is another piece from a newspaper: "Robert Dale Owens is a man of whom we could wish only good things. He is certainly a man of most humane temper. He has shown, too, the best of judgment and foresight in matters pertaining to the manufacture of cotton. And not less in regard to the relation between the employers and the laboring people. Beyond doubt he is the friend of the poor rather than of the rich and powerful. At the same time, he is not an enemy of the better classes. He, himself, is one of them.

We are, therefore, very sorry to record what seems to us a most foolish piece of business on the part of Mr. Owen. He has gotten together a colony of people, in some new and malarial region of the United States, and he is supporting them there till they shall become (as he expects) a model community, not only self-supporting, but

able to extend themselves and multiply communities through the new world.

That he will fail is certain. What folly, thus to throw away a fortune;" etc.

What do you think, Sam, is the reason that such a scheme as his can't be made to work? Or do you still believe that, under other circumstances, it could be?

I am going to get ready to come, Sam, next spring. So you must have things ready and meet me, and we must go right to some clergyman and be married, and you must have a few of your friends at the wedding, and then we'll make a home of our very own. Surely there is plenty of room in the world for everyone to take care of himself in his own way.

I read C. H. your letter. It seemed to affect him very much. It showed him better than anything I could say that there is no hope for him. I am so thankful you wrote in just that way—so full of faith and so kind and so free from all pettiness. You are a true *gentle* man, Sam, and I am yours till death do us part, and also after that, forevermore.

NAN.

NEW HARMONY, Ind., U. S. A., Feb. 16, 1827.

My Faithful Nan: You are worth as much more than the best estate in England as that is worth more than an Indiana swamp.

I am going to tell you now why Mr Owen's scheme won't work *here*. The country is too new, wild and unhealthy. The people he has gathered are not fit for pioneer life. And the government of the colony is neither a democracy, nor an aristocracy, nor a monarchy—the people don't rule themselves. The best among them are not allowed to rule (and they don't want to), and there is no head to it. Owen might manage if he lived here. But he would have simply to treat the people as his workmen, and that would spoil his plan.

Besides, his plan is far from perfect. It would not work anywhere.

The time will come, after a good many experiments, when a plan will be perfected, and more than Mr. Owen's expectations will be realized. And I think I see a few things that will then be taken as axioms. 1st. Equal ownership of all the means of producing wealth. 2d. Equal wages, to be paid by the community to each worker for a day's work—the day to be shorter for hard and disagreeable work than for the easier. 3d. They must get rid of money. 4th. The family life must be held sacred, and each family must be free to live and manage and enjoy its own home and personal property in its own way. 5th. Equal voice in the law making and management

and some way of calling down unfaithful or offensive officers.

But not even the most perfect plan will hold selfish and ill-tempered people together. Men and women must be wise and good and have the Christ spirit before they can make a heaven anywhere.

Yes, I will carry out your plan to the letter—clergyman and all.

More next week. Your own undiscouraged and full of-great-expectations SAM.

Of course the letters relating to that colony are mostly lost. But here is one more from Sam's collection (Sam's and Nan's). It must have been from one of Nan's old friends:

LONDON, Christmas, 1828.

My Dear Nan: I wish you a merry Christmas and also a happy New Year. But I suppose, since you and Sam are married and settled down

on that "breezy, broad and brilliant prairie" of which you speak, "with plenty of water and near the woods," and not far off from the young city that is "bound some day to be a big one," all your days are merry and happy. It is *New Harmony* now with a—no, not with a vengeance—but with rare music. I envy you. But I am coming, too.

I am sorry for Mr. Owen. What a loss and what a bitter disappointment! But I do feel that he is right at heart and in his main idea. Why should we not help each other? Why should some have everything and others have nothing? Why should some be servants and others masters? Why should churches profess Christianity and never practice it? I don't know. You may look—

The rest of the letter is lost. But surely these old lines of sixty years ago and more are not without interest even to-day.

My Iowa.

Written for THE RAILWAY CONDUCTOR.

Yes, sir; I live in Michigan—that state called Wolverine—
Where lake and river do abound in countless, endless stream;
Where hospitality and wealth shine forth on every hand,
And when one eats three times a day large quantities of sand.
But give me back "My Iowa," my own proud native land
That nestles in the bosom of the Mississippi grand:
I love her very corn fields—her homes and people, too—
Her trees, and birds, and flowers, and rivers passing through;
I love the old familiar scenes where childhood's happy hours
Were whiled away in gathering the pretty wild-wood flowers—
And when we chased in childish sport the butterfly and bees—
And drank from springs, then rested beneath the tall oak trees.
"Have I met many changes?" Of them I cannot speak;
It brings a pang into my heart, while tear drops stain my cheek.
The busy, silent reaper, has garnered many sheaves,
While tenderly He's gathered the tiny falling leaves.
The cities on the hill side are dotted o'er with mounds,
Beneath which loved ones slumber, while all the earth resounds
With beautiful songs of praise for Christ, the Savior King,
Who heeds the sparrow's fall and every living thing.
Of all the places I have seen, since my sweet coming home,
Is that old High School on the hill, with the familiar dome,

And how my memory reaches back to friends of other years—
"Will you excuse me, sir?" but I can't help the flood of tears.
I've found my school mates scattered o'er the states—yes everywhere.
And some, I hear, are prosperous, and others in despair;
And I have wondered to myself if they have felt like me,
An exile from their Iowa, and if they like to see Old Burlington, the dearest spot on earth to many a heart.
And, oh, it brings a sad regret when I do have to part
From such a valued, honored friend as Burlington, my home,
Where I was born and reared, you know, and where I loved to roam,
The hills and dells and wooded groves in happiness supreme.
Oh, those were days I'll ne'er forget—a happy summer dream.
And how we loved to sit and fish on river banks together,
My chum and I, and gathered nuts in frosty autumn weather.
"The Burlington," that famous route, is very dear to me;
An old and highly valued friend that I was glad to see.
And, do you know it is a fact that when I took their train,
I smiled and said unto myself, "Ah, this is home again."
Oh, Iowa, my proud, grand friend, there's none on earth like you.
I'll fold you to my bosom and I'll kiss your banner true.
And, Burlington, I'll clasp your face unto my heart once more,
Ere I travel back to Michigan along the white Lake Shore.
MRS CLARA B. ROUSE,
Grand Rapids, Mich.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

"GOVERNMENTAL OWNERSHIP" A MENACE TO THE RAILROADER.

The Commission appointed by President Cleveland to investigate the recent strike has been in session at Chicago during the past month and much that must be of interest to labor generally has been developed during the hearing. Under present conditions in this country, anything that promises to ameliorate the condition of the working men is sure to attract attention from all classes, and for that reason the sessions of the body in question and the evidence brought before it have been closely followed. More concern would doubtless have been shown had the Commission been invested with some practical powers, enabling it to accomplish something beyond philosophical dissertation upon matters brought before it, but enough was shown, despite this limitation, to demonstrate how vital were the questions in issue in the general estimation. In the natural order of such events considerable time must elapse before the findings of the Commission can be definitely known, but the evidence was made common property and widely commented upon. In much of this comment these witnesses have been accepted without question as representatives of the labor interest and their statements have been quoted as expressing the best thought to be found upon that side of the question. In this way a number of gentlemen have been given standing beyond the measure of their abilities or labor for the cause, and their unsupported statements have received sanction that would doubtless have been withheld had the motives back of them been better understood. Since the rights and interests of railroad men have been so prominently presented in this way we may, perhaps, be pardoned for pointing out a few of the particulars wherein we think the men and measures mentioned would work to their detriment rather than their benefit.

No thoughtful man who followed the evidence closely can have failed to notice that all the witnesses who volunteered to represent organized labor before this Commission strongly favored the utter destruction of everything that has been gained by four hundred years of warfare on the part of the labor world. They cast aside as worthless the ripened thought of the best minds that have been enlisted in this great work, discredited all the lessons of the past, and, boldly proclaiming themselves the only prophets of the only true faith, proposed to reverse the order of nature and force every working man into the enjoyment of all his natural rights by the means of a colossal revolution. Progress is not made in this way. True and lasting growth is slow and often burdensome, and no people have ever overstepped its bounds without paying a terrible penalty. The people of these United States are not to be driven into reform or even into change. They prefer the slower but more certain method of investigation and experiment. Doctors disagree as to the cause of the present financial troubles. Some ascribe them to a lack of currency, some assert that free silver is the only panacea, some are equally certain that silver is at the foundation of every financial ill, still others would have us believe that free trade only can bring happiness and plenty, while their opponents shriek whenever threat of tinkering with the tariff is heard. All of these special pleaders are heard with patience, but the people never have and never will accept their declarations without enough of preliminary experiment to bring at least grounds for trust that the right way has been found. They will not give themselves bound into the hands of the specialists, the men who have patent nostrums warranted to cure all the ills to which flesh is heir, but will be content

to await the slower and surer steps of that evolution which is working out all the problems of humanity. In the same way they will be loth to follow these modern wonder workers who would wipe out in one comprehensive sweep all the achievements of the labor world since the Almighty first laid the burden on mankind and who are not afraid to warrant the laboring men against pain and disaster through all the future if they will only become their disciples. Until they have something better than mere promises, however eloquently given, the people will prefer to retain the good already gained rather than give up everything for a reckless and thoughtless incursion into an unknown country under a disgraced and, it may be, interested leadership.

No one will deny the existence of abuses in this country, nor the need for their being remedied, but these remedies will not be found in revolution nor in any form of radical action. It has been wisely said that "safety lies in medium courses," and this will be found to be as true in labor matters as in any other. Let the old organizations be maintained, each caring for its own affairs; let employer and employe meet as men and treat as such; let every agreement be kept inviolate, no matter what the temptation to do otherwise; let the employer be shown firmly but respectfully that he does not own his men and his men that they do not own their jobs, and more will have been done to establish the proper relations between them and to prevent a repetition of the costly conflicts marring their relations in the past than could be accomplished by a dozen revolutions.

A fair board of mediation or arbitration, properly chosen and armed with sufficient authority, might be made to work great good for the cause of labor. It should be so constituted, however, as to consider not only matters referred to it, but should intervene between parties when trouble is pending and offer its services as a mediator. It frequently happens that both parties to a dispute would accept such mediation when neither would be willing to propose it through fear of showing weakness or because of feeling confident of winning. In so far as possible the work of this board should begin before any extreme measures have been taken, since much of the efficiency of any system of arbitration must be lost when war has once been declared. Under these conditions and with commissioners capable of commanding the respect and confidence of all, many strikes might be averted and much good might be accomplished, though there would be trouble still, beyond the reach of any fixed system or any of

the cure-alls of the many doctors who have taken degrees, even in the most modern school.

These same gentlemen who have been so generous in their advice to the Commission have also been wonderfully unanimous in favoring governmental ownership of railroads as the ultimate desideratum, the universal panacea for all the ills of the railroad man. This shows but inability to get beyond the limits of the catch phrases of the day. Governmental ownership sounds well and it carries weight with a certain class who have faith in the ability of the government to effect the greatest reforms by simple legislative enactment, but as a measure calculated to bring about the betterment of the railroad men of the country it is hardly worthy of commendation. There may be points of view from which this plan should be commended, but to the railroad man there is no measure yet proposed that contains so much of actual menace. Friends claim it would mean better pay, but there can be no ground save hope for that suggestion. An examination of the pay of postal clerks and the men in the departments at Washington reveals no reason why an advance should be expected by the employes when the roads go into the hands of the general government. In fact everything points to less rather than more pay under those conditions. No one believes for an instant that a general system would be adopted giving the same pay in all portions of the country. Districts would doubtless be established and the pay would be uniform over each, but local conditions would govern in every instance. The same would be true of the hours of work. Every practical railroad man knows that no system could be devised which would limit their hours of work absolutely and at the same time give efficient service to the road or satisfaction to the employes. There are certain local conditions that must be taken into consideration when fixing the ends of divisions, and even the general government would find it hardly practicable to ignore them. Even if the divisions could be made absolutely uniform in length there would still remain the inequalities that must always exist through the requirements of the service. The men who are on way freight and have work to do at all the stations on their division will of necessity take longer to make their run than those who have the through freight, and they in turn will be longer on the road than those who have the specials and are pushed through almost on express time. It is difficult to find here any hope for better conditions than are to be found under private ownership.

It is probable that government ownership would tend to give the faithful and fortunate em-

ploye greater security in his position, but even here there are conditions well worth thoughtful consideration. Admitting that the able and faithful employe may feel safer under the new conditions, there still remains a large class of men who are not so fortunate as never to make mistakes. Under private ownership these gentlemen, when out with one company, can readily secure employment with another. When the government owns all the roads there will be but one employer and the man who is once discharged for cause will be permanently out of the business. The government would hardly be more lenient towards its employes for lapses from duty than private individuals, consequently discharges would be frequent and the number of those joining the ranks of the permanently retired would be enormously increased. There is still another factor entering into this security of tenure claim, and that is politics. It is claimed that proper civil service laws would absolutely prevent trouble upon this score and the argument advanced is certainly plausible, but what does practical experience teach us? The law may throw some protection around those already in, but would any one be able to get in during an administration save the partisans of that administration? No difficulty has been found in the past in evading the law to this extent and none will probably be found in the future. Under any system removal for cause must be sanctioned and when places are needed for partisans it will be found that the vicissitudes of railroading will furnish "cause" enough for a practical politician to change the political complexion of his entire force within the period of four years and still keep within the letter of the law. Here again will be found a means for greatly increasing the army of those who will be compelled to seek other avocations and this is a danger the railroad men cannot afford to disregard.

There is still another objection to be found

to governmental ownership from the standpoint of the railroad man and it is as vital as any of the others. Under the new dispensation the element of competition would be obliterated from the railroad policy of the country. There would be no more rivalry in the securing of business and no more strife as to which company could make the best showing before its patrons. All the lines would be managed in the interest of the general public, supposably, and not for their individual gain. Under such conditions the long list of roads running from Chicago to St. Paul, for instance, would immediately dispense with the special through trains they now maintain at such great expense and the traffic would naturally go to those lines making the run in fourteen hours as against those requiring eighteen hours to cover the same territory. The shorter lines would secure the business on a fair basis of efficient and speedy service and the longer would be obliged to drop the through traffic and rely upon whatever belonged to them because of local conditions. The fast trains running between New York and Chicago would no longer be necessary. No doubt the fast service would be maintained, but there would be no long list of heavy trains running at top speed with their coaches less than half filled, driven by the keen rivalry of competing lines, but simply enough to meet the requirements of the business, running over the road thought to be best adapted to the purpose. The same would be true of the freight service. All that portion of it made necessary by competition would be dropped at once and with it the men who in their various capacities are required to maintain it. The same policy would render useless many of the lines in the country now kept alive only by means of this very competition and they would be torn up and their men thrown out of employment. There can be no question but the adoption of such a system would work a great hardship upon railroad employes.

WHAT IS A SCAB?

The member of the human family to whom this word can be properly applied is held in such utter contempt by self-respecting men that a sort of horror is felt by a great many otherwise good members of society and organizations for fear the term will be applied to them. Controlled by this fear and influenced by bad advice, they do and say things which otherwise they would not. They lack the moral courage to act upon what their better judgment tells them is right for fear of being branded a scab.

There have always been certain ones who, unable to retain positions on their merits or unable to get a position on account of well known vicious habits and general uselessness, have always been found ready to take the places vacated by men who unite in an effort to better their condition by retiring from service. These almost worthless inhabitants of the land, who are not allowed to associate with labor organizations or respectable people; whom the employer will not consider in times of peace, but who, well knowing this, allow

themselves to be used as tools in time of war; who are neither respected nor self-respecting, were by general consent and very properly classed together and called scabs.

As the idea of trades unionism, or organization of labor, extended and conflicts between employer and employed became more frequent and bitter, the term scab was applied to any and all of those who would take the place of a member of a labor organization who was on a strike. This application of the word has been generally accepted and (particularly in labor circles) any one who takes the place of a man who is out on a strike authorized by a recognized labor organization is very properly considered and dubbed a scab.

There seems to have sprung up within the past few weeks a disposition to take advantage of the lack of moral courage and fear of criticism on the part of men by applying the word scab in connections in which it has never before been used. In the past, if the employees in one class went on strike, the employees in other classes were not expected to leave their employment; they were simply expected to refrain from taking the places and from performing the duties of the men on strike. If they did so refrain no one thought of calling them scabs. Later developments forced the conclusion that more unity of action was essentially necessary to success among labor organizations, and the idea of federating together such organizations as could best and most naturally assist each other has rapidly grown, and among the best and most successful of labor organizations has been put into practical use. A federation as well as an organization, in order to be effective and of lasting benefit, must be governed by healthy, proper and strictly applied laws. Such a plan is in force as between the old organizations of railway employees. Under its provisions if either of them have a grievance which they are unable to adjust, they can, after exhausting their own peaceable efforts, call to their aid the representatives of the others, and if the cause of the one is considered just it is made the cause of all and united efforts to effect a peaceable settlement are put forth. If these efforts fail, as a last resort, war may be declared and the members of the federated organizations act in concert in withdrawing from the service of the offending company. Let us suppose that, under this plan, the engineers, firemen, conductors, brakemen, telegraphers and switchmen in the employ of a given system of railway, strike. Let us suppose that on the lines of railway which connect and compete with this offending system, the men are well paid, well used, and that the conditions which surround their employment are entirely

satisfactory both to the men and the company. Is there either right or justice in attacking the company which has accorded its employees fair treatment and good pay and in imposing serious loss upon those contented employees because we cannot satisfactorily adjust our differences with their neighbors? Is there either sense or reason in calling the contented and well used employees scabs because they (in the absence of any grievance) continue to perform their customary and proper duties?

If the vast majority of the men employed in any particular class or classes on any system of railway organize themselves and through such organization make agreements in good faith with their employers, is there right or reason, justice or sense, in a minority of ten per cent or less of the employees in those same classes declaring themselves on strike and calling the large majority of the employees, who, in accord with the terms of their agreements and the laws of their organizations, continue in the even tenor of their way, performing the same duties they have been accustomed to perform, scabs? Does any sane man believe that the employees of railways in North America are going to subscribe to the idea that any irresponsible employee can declare himself on strike and by calling those who continue at their work "scabs" tie up the system and—by the same course of reasoning—the whole railway world? Out upon such ideas. The idea of minority rule is un-American in the extreme and would be as unpopular as the late effort to "boycott."

"Drowning men catch at straws," and efforts have recently been made to bolster up the lost and unrighteous cause of the A. R. U. by calling those men who, ignoring its appeals and refusing to recognize its authority, performed their own regular and proper duties and no others, scabs. These men are no more scabs than are the printers who set the type which told the stories of the trouble; the telegraph operators who sent and received the messages by which the same was directed; the cooks who cooked and the waiters who served the meals of the leaders in the affair, or any other person who, not in any way connected with the organization, went on with his accustomed duties or avocation. They had no connection with the troubles between the Pullman Car Works and their employees, and it is only by a willful disposition to misapply the word or the exercise of a spirit of mean vindictiveness that the word scab can be applied to them.

The old organizations expel a man for scabbing and they refuse admission to those who have been guilty of it. The A. R. U. imposes no con-

ditions to membership and the meanest, dirtiest, lowest scab that ever graced or disgraced the earth can gain admission thereto by paying one dollar, and if he has not the dollar they will trust him for it. It is not well for people who live in

glass houses to throw stones. It will not be well for the men themselves if they permit this new version of the term to be accepted or allow it to influence them from the path of right and fair dealing through which they can secure that even-handed justice which they desire.

THE QUESTION OF LICENSE AGAIN.

The question of licensing railroad employes has been again brought into prominence through the attention given it by the national commission while investigating the recent strike in Chicago. It was there argued that granting a government license to the men in the employ of the railroads of the country would furnish a potent agent for the prevention of strikes in the future, as every man holding such license would be brought, to the extent of his license, at least, within the control of the government. There is much of merit in the plan and that merit was fully recognized by one of our Grand Divisions during its sessions. The Grand Officers were then directed to secure, if possible, the passage of a license law, and they took up the work with great zeal. There was found to be a division of sentiment, however, among our own members upon the question. Some favored it, some were on the fence and not a few opposed it warmly. The aid of the engineers was sought, but they refused to take the matter up in any way for reasons best known to themselves. Our officers persevered with the work, notwithstanding these discouraging conditions, and succeeded in having bills presented in both the house and senate. Here a new enemy appeared in a number of the railroad companies. They fought the measure on the ground that it would result in the men forming a trust by keeping down the number of those holding license in any particular calling. The effective organization of the men under these conditions, they asserted, would be a comparatively easy matter and, as the roads would be prevented by law from hiring any save those duly authorized, it would only be necessary for the employes of a particular class to quit and the roads would be at their mercy. This opposition killed both bills and the matter was dropped as being hopeless at that time. Now that it has been revived it is to be hoped it may be pushed until some, at least, of its many excellent features are made part of our fixed railroad polity.

Logically there can be but two ways in which compulsory settlement of differences between the railroads and their employes can be enforced against the men, either by governmental ownership or by some system of license such as has

been suggested. As is explained in another place, there are too many objections to governmental ownership from the employes' standpoint for it to be sanctioned by them, and conditions will have to be radically changed before the general public can afford to try so costly and doubtful an experiment. On the other hand there are many arguments in favor of the license system and the arguments advanced against it would, doubtless, carry much less weight than when first urged. The right of the government to control all railroads engaged in inter-state commerce is now too well settled to admit of question. If the general government has the right to control these great corporations with their millions of capital and wonderful traffic, the right to exercise at least some degree of authority over the men engaged in carrying on that traffic must follow or the first right is little better than a negation.

It would seem to be no more than a perfectly just supervision for the government to declare that none but trustworthy and competent men should be employed in this work and then prescribe the means by which they must be selected and authorized before entering upon it. There is nothing in a license more than this, and the general public have a perfect right to demand so much as a measure of protection for their lives and property. On the same ground the engineers, pilots and sailing masters of our merchant marine have been licensed for years, and there has been no question as to the justice of the action, or of hardship to the men who are thus brought under control. In fact, any intimation of a return to old time methods in this regard would bring such a storm about the ears of our congressmen as they have seldom been called upon to withstand. The responsibilities placed upon railroad men, both as to the lives and property of the patrons of the roads and the lives of their fellow employes are incomparably greater than the classes mentioned are called upon to bear, and there would seem to be from that fact incomparably greater reasons for extending the license system until it included at the very least those of the railroad employes who hold responsible positions.

By such a regulation the men would be

brought under the direction of the U. S. courts, or some other tribunal authorized for the purpose, and, as in the case with the marine employes, the fear of losing their licenses would keep them in proper discipline. In case trouble arose between any road and its licensed employes the questions involved would then go to the proper tribunal for settlement, when other means had failed, and strikes and lockouts would be not only useless but damaging to the offending parties. This would do away with all danger of the labor trust, so feared by some of the roads when the question was up before, and would offer an easy and friendly method for the settlement of all differences that should be readily accepted by both parties. The question as to how far into the ranks of the railroaders the principle should be carried would of course remain. Whether all train men should be required to be licensed or whether it should be applied only to those in responsible positions, such as conductors, engineers and train dispatchers, could perhaps be left to be worked out by practical experiment. It will be generally conceded, however, that the members of the three classes named should be required to show evidence of fitness before assuming the duties of their positions and that a license system would be especially applicable to them. The matter of short lines doing no interstate business could be safely left to the states for proper regulation and need not be considered in this connection.

So far we have been considering in the main the advantages offered by such a system to the general public and the roads, and they certainly seem to be of sufficient weight to entitle the proposition to at least a respectful hearing. The reasons for its ready adoption by the men are equally obvious. Under a properly regulated system no capable man need fear for his ability to secure a license, and it is safe to presume that no one will object in behalf of the incapables. Common justice demands that, if the men are compelled to have licenses, the roads be compelled to hire only those who have com-

plied with the law. Under proper regulations the drunkard, dead beat, and incorrigibly insubordinate will be promptly deprived of their licenses, thus making way for better men. These provisions will speedily do away with the present condition of affairs where there are a dozen applicants for each position, will make the chances for the trustworthy man's securing employment much greater, will make the tenure of his position much more secure, will have a tendency to better the market price of his labor and will give his life calling much greater dignity in the eyes of the world. The restrictions placed upon incompetent and reckless men will also detract greatly from the dangers which always surround railroad men, and that reason, if no other, should cause them to give the plan careful study before condemning it. With the adoption of this reform there should go a complete code of rules and regulations which every road in the country should be compelled to use. A steamboat signal given on Lake Superior means just the same to the listener as though he heard it at the mouth of the Mississippi and the same should be true of the railroads. To be sure many of them have adopted the Standard Code, but many have not and there are a large number of thoroughly competent railroad men in the country who have never worked under it. A uniform code would greatly simplify the service and would, in fact, be imperatively necessary with such a system in force as the one under discussion.

In short, the argument appears to be all in favor of a license system. Under it the condition of the competent man who is willing to give his best service and is anxious to grow to better things would be greatly improved, while the incompetent would be given renewed incentive for more careful preparation; the railroads would secure more capable men with every opportunity for easy and equitable adjustment of such differences as might arise; while the public would be given better and safer service. There never was a better time in the history of this country for undertaking such a reform, and if all who would be benefited by its adoption will only take it up earnestly, it will soon be an accomplished fact.

TO SUCCEED THE S. M. A. A.

The switchmen have taken up the work of providing a successor to the defunct S. M. A. A. with characteristic promptness and energy, and all true friends of organized labor will learn with pleasure that success promises to crown their efforts. Hardly had the funeral obsequies over the old organization been celebrated when a number of enterprising gentlemen at Kansas City began

to lay the foundation for an order which should have all the strength with none of the weaknesses of the old. After forming a nucleus in the shape of a powerful local body containing nearly if not quite all of the desirable material in that great railroad center, they proceeded to the work of nationalization by issuing the following call for a general delegate assembly to be held in that city October 22d next:

KANSAS CITY, Mo., August 16, 1891.

To the Switchmen of the United States and Canada,
Greeting:

Since the dissolution of the Switchmen's Mutual Aid Association, which was caused by the dishonesty of one of its trusted officials, and the participation in the recent A. R. U. strike by a large number of its members, we are placed in the unenviable position of being without a National Organization and hence without the protection such an organization affords. The leaders of other organizations are making an appeal to the switchmen for their affiliation with their orders; particularly the Knights of Labor are urging very strongly for our men to reorganize under *their* banner. Past experience has taught us that affiliating and mixing with other crafts has always been a detriment to our cause, as we have had the fighting to do, and have always been the losers thereby. In the recent A. R. U. strike, in which the switchmen engaged out of sympathy for an outside craft, 2,800 of our men lost their positions and we lost an organization.

Having perfected a local organization of the switchmen of Kansas City, we, the undersigned officers of Kansas City Switchmen's Union, by the unanimous wish of the membership, take this, the initiative step, towards forming a National Organization of the switchmen, and suggest the following:

That all cities where yardmen are employed, who approve of our plan of forming a National Organization, may send a representative to meet in convention here, on Monday, October 22, 1894, at K. of P. hall, Fourteenth and Penn streets. The Kansas City Union will furnish ample hall accommodations without expense to the delegates. Any city which cannot arrange to be represented, and desires to affiliate in this organization, can receive any information desired by corresponding with the undersigned.

All parties who are selected to attend this meeting will please place themselves in communication with the undersigned as early as possible. Hoping all switchmen

will see the vital necessity of this move and will be represented—and promising you every courtesy possible during your stay in our city—we are,

Yours Fraternally,

H. C. NELSON, Master.
DAN'L DOUGHERTY, Rec. Sec.
JNO. FITZGERALD, Fin. Sec.

From this call it will be seen that efforts have been made to draw the switchmen from the ranks of class organization into some of the conglomerate bodies of which the A. R. U. is such a striking example. Their experience with this sort of union was too recent and too disastrous, however, and they have wisely decided to stand by the old plan, the only one from which labor has ever derived anything better than disaster. In so doing they have followed the advice given them in the last CONDUCTOR and they will never regret it. Now if they will see that none but thoroughly honest and capable men are placed on guard and that the affairs of the new order are kept on a strict business basis, there can be no doubt of their speedily reaching a place of even greater influence and usefulness than was ever the lot of their former organizations. May the most complete success attend them.

CUI BONO.

President Debs, of the A. R. U., is credited with having said before the Strike Commission, that he and his associates proposed to call upon the officers of the old Brotherhoods to join them in resigning their official positions. The proposition naturally raises the question, what for? or for whose benefit? Is it hoped that such action will end in the dissolution of the organizations? Is it hoped that the vacancies thus created will be filled with men more in sympathy with the doctrine of the A. R. U. than are the present incumbents? Is it claimed that the present officers have not expressed the will of the membership in the stand taken? The officers of the old Brotherhoods have stood steadfastly by the obligation they rested under, and have acted in accord with the laws laid down by the membership for the guidance of officers and members alike. If the membership are not satisfied with the action of the officers, they will, within a comparatively short time, have an opportunity to so pronounce. The claim will perhaps be made that, if the officers fail to promptly respond to the invitation to resign, it will prove the charge that they were only looking out for their own personal interests. We predict that the resignations will not be forthcoming. If

one of these officers was contemplating resigning, this invitation would prevent his so doing, because to resign (even seemingly) in response to this invitation, would be an admission that the position taken was wrong. It may be that either the officers of the old Brotherhoods or of the A. R. U., should resign; there can be no good reason why both should do so. We think it safe to leave it to the members of each organization to speak for themselves on this subject. The A. R. U. and the old Brotherhoods cannot both be right, and after the most strenuous efforts on the part of the A. R. U. to disrupt the old organizations have failed; after the vast majority of the membership of the old organizations have emphatically pronounced their allegiance to their laws and policies, and after they have by overwhelming majorities, approved of the stand taken by their representatives, the proposition that these same representatives shall resign to join the A. R. U. leaders in an effort to carry to a successful conclusion some new scheme, can only be born of sublime assurance or a belief that those whose resignation is requested, are weak enough to allow a foolish sentiment to influence their actions. All thinking persons will, in considering this proposition, ask, "For whose benefit?"

COMMENT.

The Springer bill, which was reported to congress from the committee on labor on July 30, with recommendation that it be passed, represents the latest attempt to provide a national arbitration law for the settlement of labor disputes. The bill provides situations for three commissioners, at a salary of \$5,000 per year each, and that is about all that can be said about it; so far as any effective measures of relief are concerned, laboring men need look for none under this bill. In the language of the committee report: "The object of the proposed legislation is simply to secure as far as possible, to every person, however humble, a hearing upon the merits of any controversy he may have, and a summary process and means of securing his rights, whatever they may be, under the laws as they now exist." The bill empowers the national arbitration board to take notice of a wide class of cases, but it does not assume to compel either party to a dispute to submit its case to arbitration, and the existence of the board may be entirely ignored if both parties so will it; and when one party to a controversy has appealed to the board for relief the other party may refuse to submit its side of the question if it so wills, in which case the board is empowered to go ahead and enforce the rights of the appealing party in law and equity. Their rights in law and equity, then, is all this law assumes to give laboring men. Can it be possible that they have not these rights now? Can it be possible that we need a national commission for the purpose of enforcing the rights of working men under the law as it exists? If such a condition exists, it is certainly not a pleasant one to contemplate, and it seems quite certain that we need something more than a national arbitration board in order to change it. It has been assumed, and preached by our public men and our great newspapers, that in these controversies with employers of labor, working men have always exceeded their rights under the law; that they have claimed more than the law and equity of the land entitled them to claim. If this contention is correct, workingmen have not much to expect in the way of benefit from the operation of the Springer Arbitration law. The employees would invoke the aid of this board and submit their case for its consideration, but the employer would not do so; he would refuse to make answer, and let the case go by default. Then the relief which the employees could gain would be only such relief as he law and equity of the land accorded them. What would that amount to? Would it raise their wages? Would it reduce their rent? Would

it compel the employer to mitigate in any way the conditions under which his employees labored? Not at all. For the employer would be acting in accordance with the law and equity of the land as it now exists; "it is so nominated in the bond." He might simply ignore the arbitration board, and his employees might whistle for all the aid it could give them.

* * *

There is, however, another consideration which leads to the belief that this law may accomplish some good, and that is that the law will do a great service in calling attention to the unjust features of the laws as they now exist, and awakening public sentiment to the necessity of so changing them as to give greater security to labor. The board is required to submit its opinion of the merits of the controversy in all cases which may be investigated by it, whether questions are mutually submitted or not. On this feature of the law the committee reports: "Your committee are of the opinion that this power and duty of the board of arbitration will do more towards settling controversies of this kind than will the coercive powers which may be resorted to under the bill. Public sentiment, when the right is known, will always, or in most cases, furnish adequate relief. As arbitration itself is a conciliatory method of settling controversies, these decisions and the opinion of the board of arbitration as to the merits of the controversy will, in most instances, prove effectual." * * * "And should the board hold that the employees were right in their demands where there was no legal method of assuring them a remedy, and if a strike should be ordered under such circumstances it would undoubtedly be successful, having been bottomed on the decision of the board as to the justice of their cause." There is no doubt much to be said for this view of the case. When properly appealed to, public sentiment may be depended upon to stand up for and sustain the right; and when the merits of these industrial controversies were presented to the public by an unprejudiced body of this character, workingmen would stand a much better show of securing justice for themselves than they now do. Again, this would be a force of considerable magnitude in improving the legal status of the workingmen, for in those cases where the board had decided in their favor and there was no legal means to enforce the decision, the public attention would thus be called to the defect in the law, and sentiment would be aroused for a change in a much

more effectual manner than can be done under any methods we have at present.

* * *

If the authority of the committee on labor amounts to anything, those who are working for a compulsory arbitration law are working in vain just now. In the opinion of the committee the Springer bill is as far as Congress may go under the constitution in enacting an arbitration law. After citing some facts regarding strikes in this country, the report of the committee continues: "It will be seen from these statements that nearly one hundred millions of dollars were lost during the years referred to, by reason of strikes and lockouts. These facts should admonish Congress of the great importance of providing arbitration and a peaceful settlement of such controversies to the extent of the powers of Congress under the constitution. If our government was one of unlimited power a bill with more efficient provisions might have been reported by your committee, but it is believed that the measure reported goes as far as Congress may go in the premises." It thus appears that no compulsory arbitration law is possible to be had under our constitution of government, and those who pin their faith to the arbitration proposition will have to be satisfied with the Springer law, or some one like it, for a while yet. As a means of agitation, for the purpose of calling public attention to the cause of labor, workingmen may use such a law so as to confer benefits upon themselves, if they proceed judiciously; but as for any direct benefits from the operation of such a law, workingmen need not expect them.

* * *

We are sadly afflicted with the disease of constitutionalism. That constitution of ours may yet be the death of us as a nation. There is a close analogy between the physical and the social body in respect of that question of constitution. When the constitution of the physical body becomes old and worn out the individual to whom it belongs suffers in misery for a time and then dies. When the constitution of the social body becomes old and worn out the society to which it belongs likewise suffers in misery for a time and

then dies. But, while the individual has no power to alter his constitution, while he must calmly accept the inevitable decrees of fate and await the end as philosophically as he may, the social body is not held down to such limitations. The social body may rebuild its constitution; it may renew its youth, grant itself a new lease of life. Yet, however true in theory this may be, we must pay some attention to the teachings of history, and acknowledge that the analogy has so far been carried out entire. The social body has never yet seen fit to take advantage of its privilege, never seen fit to renew its youth; the old society has so far always had to die before the new one could be born, and the old societies have always died of constitution failure. Why is this true? Is it inevitable? Who can say? In our social body we are now suffering acutely from constitution failure. Will it end in death, or shall we be able to reverse the verdict of history and save this society from dissolution? On every hand we are bound down by a body of constitutional theory which we have outgrown. An instrument which was created to meet the wants and aspirations of a nation of four millions of people, in a civilization of more than a century ago, is expected to do duty in these days and meet the wants and aspirations of these seventy millions of people, with their railroads, their steamboats, their telegraphs, telephones, electric lights, etc., all of which were totally unknown to our constitution builders. The question with our law makers concerning their work is never is this law right, is it just, will it suit the needs and satisfy the wants of this people, but simply is it constitutional? In other words, does it fit in with the ideas of our great great-grandfathers? And these old constitution builders of the last century were so much in love with their work that they wanted it to stand for all time, and surrounded it with safeguards that make it an almost impossible task for this people to change it. It *can* be done, and it *must* be done if the nation would live; but it seems almost a hopeless thing to expect that it *will* be done, when it is known that the doing depends upon the solidarity of the producing masses. B.

BORROWED OPINION.

One plan of what may be called compulsory arbitration, applying solely to railroad employes, that has been advocated before the labor commission at Chicago by various representatives of organized labor, as well as independent investigators of the subject, looks to the licensing of railroad engineers and conductors, and possibly all others in the railroad service, in the same manner

that steamboat engineers and pilots are now licensed, to pursue their avocations under federal laws. As the examination and licensing of steamboat employes has been found advantageous to the service and the public, why may not the same apply to railroad employes? Their duties are precisely the same in the transportation of freight and passengers from one part of the country to

another. It would follow as a result of their licensing that railroad employes would be subject to the jurisdiction of the federal tribunals. Here is where effective arbitration would come into play, assuming that railroad corporations would be subject to the same authority, about which there is no question as to interstate railroads. In that case it would be within the power of the federal courts to enforce the finding of an arbitration court as to employes as well as to employers. *

* * * Such a license system as is here suggested was endorsed by labor representatives before the Wright commission. It undoubtedly meets with favor from the labor side. It would end strikes in the most important field of labor, so far as the general interests of the public are concerned. Make strikes impossible in the railroad service by a system of arbitration, and other trades would soon take up the policy and in one way or another find means to make it effective.—*Pittsburg Post*.

An increasing interest in scientific matters is, we should think shown by the fact that the daily papers of New York have given the meeting in Brooklyn of the American Society for the Advancement of Science, more attention by great odds than they have ever before given any scientific or engineering meeting. To be sure, they have not done much in the way of reporting the proceedings, or presenting the discussions, but they have done more than usual in these respects, and have given considerable space in a general way to the sessions. It would not be fair, perhaps, to say this was due to the fact that there was not very much going on in politics and space had to be filled. It would be more charitable, and probably true, to conclude that they are finding out that their readers are interested in other things than who is to be the next governor of this or the other State, or even the next mayor of New York City; that a good many of them are more interested in solid facts of some importance than they are in the latest scandal—mostly a lie. It is a good sign to see the daily papers giving some attention to matters of science.—*American Machinist*.

Mowbray, the English anarchist, after preaching sedition among the scum of the earth in New York and New Jersey, returned home in the steerage of the Teutonic last week. Justus Schwab says he intends to come back. The failure of Congress to pass an act to shut out such incendiaries, is one of its chief sins of omission. There is law enough now to meet the particular case of Mowbray, but no competent officials to enforce it.—*Rochester, N. Y., Union and Advertiser*.

Stop the waste and the country will develop in wealth with greater rapidity than even the wondrous past has demonstrated. The leaks and losses and unwarranted expenses of business cut an awful figure in this country. One of the sources of gigantic leaks and losses comes from fire. The annual fire loss in the United States is something fearful to contemplate. According to Edward Atkinson the burned property in the United States last year was actually worth over \$150 000 000. Add to this the cost of sustaining insurance companies: which is about \$70,000,000 annually, and the cost of sustaining fire departments, which is fully \$30 000 000, and we have the enormous aggregate of \$250,000 000. The burned property amounted to about ten per cent of the annual enhancement of the national wealth, and five per cent extra was spent upon insurance and fire departments. This statistician, theorist and philosopher lays most of the blame for this destruction to the present system of easily combustible architecture. The sooner we apply common sense, then, to the problem of building, the sooner will these dangerous conditions be remedied. The application of such common sense will result in largely increased wealth.—*Elmira, N. Y. Telegram*.

People who are interested in labor problems, will not fail to pay studious attention to the operation of arbitration in Massachusetts. The arbitration board which was appointed in that state, has, during the eight years of its existence, been called upon to take a hand in the adjustment of many cases in dispute, and, according to a member who represents the labor element in the board, in not a single instance have the parties concerned refused to abide by the decision. Matters of controversy are brought before the board by petition, either of the dissatisfied employes or by the employers or by some official or officials in the town in which the trouble occurs. Before the board can undertake arbitration it must receive the joint application of both sides to the contest. As it frequently happens that only one of the two contestants is willing to submit to arbitration, the board, however, is empowered to employ its functions as a conciliatory agent, investigating the matter at issue and endeavoring by pacific or persuasive means to secure a settlement. The fact that the Massachusetts board has in general been successful in these tasks, adds great interest to its organization and methods of operation. Apparently it comes as nearly as possible to providing a satisfactory substitute for "compulsory arbitration."—*Chicago Record*.

Time's Lapidary.

As joys the skillful, stern artificer
When gems are laid within his eager hand,
And he, surveying, thinketh diversely,
His proud soul flaming with creative fire,
And full of possibilities divine;
"This blood-red ruby, dancing fauns shall tread;
Upon that sapphire stand a god; this sard
A mystic symbol bear; that emerald
Will I compel to sweet Diana's face,
Yea, all to strength and beauty will I shape!"

So I, when out of treasuries of light
The new day spreads before me all its hours,
Think to create on them the fairest forms.
This fill with work, and that with fancy free,
And this with brooding thought, this with swift
speech,
And this with idleness; and all for thee
Who art the soul of all, the life of each.
—Anna C. B. Ackett in *The Century for September*.



To the Ladies.

My very dear friends, it has been a long time
 Since I have addressed you in prose or in rhyme.
 Yet, as the regrets may be all on my side,
 It hardly is needful my purpose to hide.
 In fact, I have waited in silence so long,
 I scarcely can hinder this fanciful song.
 I've read all your letters and pondered them well,
 The pleasure they've brought me I scarcely can tell,
 And after I've read them sometimes o'er and o'er,
 I turn the leaves over to see if there's more.
 Your messages speak of the practical good
 The ladies are doing, and hint that we could
 Be still more progressive, more earnest and true,
 If only our motto were kept in full view;
 And in this most surely we're gaining each day.
 Experience proves it the much better way.

Last spring our Grand President gave us a call,
 Which proved a most joyful occasion to all.
 Our regular meeting day made it too late
 For her to be with us, as she could not wait.
 So summoning all in a hurry one day,
 We gathered much good from her brief, hurried
 stay.

Our Sister Division (Columbia, you know)
 Is just the right place for our ladies to go.
 We always find welcome and sisterly cheer,
 And often are favored by meeting them here.

Last month of our number, just seven in all,
 Concluded to tender our sisters a call,
 That live in Ottumwa (some few miles away)
 We went in the morning, returned the same day.
 A most pleasant journey and visit we had.
 Such kind, cordial treatment must needs make us
 glad.

By strangers made welcome; oh, mystical band
 That holds us as sisters throughout this broad
 land.

Sometimes, to be sure, we meet with a wreck.
 Sometimes some huge obstacle proves but a speck.
 Quite varied our trials and pleasures as well,
 But good from it all a bright future may tell.

Yours in T. F., MRS. N. D. HAHN.

MEMPHIS, TENN.

Editor Railway Conductor:

It has recently been my pleasure to take a trip
 on behalf of the L. A., and it may be that the ladies
 will find some pleasure in reading a brief account
 of the experiences therein encountered. Friday, July 27, I left Memphis over the K C. M. & B., accompanied by my son, Master Roy. Arriving in Birmingham we made immediate connection with the G. P. for Atlanta, and who should I find in charge of that "Washington Flyer" but our handsome, accomodating and genial Brother Perkison, of Division No. 180. We arrived in Atlanta at 11:40 a. m., July 28, and were met at the depot by Brothers and Sisters Humphries, Garr, Cason and Walraven, who accompanied us to the Hotel Markham, where we were made comfortable. Nearly all of the sisters and brothers called during our stay, which was until Sunday, July 29. At 3:40 p. m., on that day, we started for Harlem, Ga., a small summer resort, where so many of the conductors' families live. Arrangements had been made for us to stop over there Sunday night. Brother Wages was in charge of the train. We were made to feel at home with this popular conductor, and, indeed, every man, woman and child along the run appeared to be his personal friend. On down the line Brother Hollingsworth got aboard (and right here I must say that I was *very* agreeably surprised). I had been in correspondence with Brother Hollingsworth for some time in regard to an auxiliary, and my imagination had led me to believe that this worthy brother was a short, corpulent, crusty sort of a fellow, but *not* so; right the reverse. He is tall, away up in the six foot region, genial and an active worker for the O. R. C. and L. A. We journeyed along to Union Point, the supper station, and having done justice to the inner man we resumed our journey. Arriving at Harlem at 8.55, we were met at the station by Brother J Victor Jones and wife, who took us in charge. Just across from the depot is where Brother Jones runs the Reed House, which is a side line in connection with his railroad business. He also successfully

manages a large farm in connection with this summer resort. The watermelons we sampled while there were the most luscious we ever tasted. Mrs. Jones proved to be a genial hostess, and Brother Jones must feel proud of his handsome and intelligent wife. The next day at 12.20 we left Harlem for Augusta, where a meeting was appointed to organize an auxiliary. I was accompanied by Mrs. J. Victor Jones, Brother J. W. Bell and wife, Mrs. B. B. Jones, Mrs. H. S. Drane, and Mrs. J. L. Oliver. In forty-five minutes we were landed in Augusta, where we were met by Brothers Hollingsworth, Davis and Callahan, who had their own private carriages in waiting. We were all whirled away to Odd Fellows' Hall, where the balance of the fifteen ladies and some Brothers were waiting. Here I found a large, handsomely furnished room. Mrs. E. T. Miller had placed a lovely bouquet of roses on the altar, also at the President's Station. The brothers present were requested to remain with us a short while, which they did. Brothers Hollingsworth, Davis, Miller, Bell, Callahan, McCord and Leaird all made short and encouraging speeches, and all expressed their willingness to give the L. A. their support. They then retired, and the work of organization was taken up. At 5 p. m. the ladies of Harlem were obliged to leave, so we adjourned until 9 30 Tuesday, a. m. The ladies brought their lunch, and we remained there until 4.30. The officers of this Division are all active and intelligent, and I feel confident this will be another successful Division for the South. I was given comfortable and pleasant rooms at the Planters' Hotel. Sister E. T. Miller, who is President of the new Division, had placed a number of bouquets in the room, and I felt that I was walking around in a garden of roses. I will not mention the officers of this Division, but will leave that all to Sister Bell, the Division Secretary. Wednesday morning, August 1, I left Augusta for Atlanta, where I was to stop over for a day and night. I was met at the depot by a number of the sisters of Division No. 43, and escorted to their handsome hall, where we drilled for the "Oh, Why?" degree. As this Division was going to give a reception in my honor that night, they also wanted to give that degree. We drilled until 5 30, when the sisters had the work down fine enough. We had Brother Wages for a candidate (just think, all by his lone self) it is needless to say that he looked just like he came out of a band box when we got through with him. I accepted an invitation from Sister Rose to remain as her guest during my stay in Atlanta. We came back to the Golden Gate Armory, where the reception was held. Here I met all of Division No. 43, and a good

number of the Brothers of Division No. 180, who were initiated into the mysteries of the "Oh, Why?". An orchestra was hidden behind a screen of plants, and soft music was wafted on the air, heavily laden with the fragrance of the floral decorations. The refreshment tables groaned under the weight of the good things thereon. All in all, it was a most pleasant evening, and shall long be remembered by me. I left Atlanta the next day, at 4.10, for Memphis, arrived o. k., and am rested up. How much I wish that the Ladies' Department would be filled to overflowing each month. What is the matter with our Grand Officers? Let us hear from you. With best wishes and success to all the Division, I remain

Yours in T. F.,

MRS. SAM DUSTAN.

TACOMA, WASH.

Editor Railway Conductor:

With pleasure I again write in behalf of Mt Tacoma Division, No. 35. Since I wrote last our membership has increased and there are prospects of further growth. Our meetings are well attended and successful, each member striving with the other for the advancement and good of the Order. The last meeting of each month is held at the homes of the different Sisters, where a very enjoyable time is spent. I wish to say to the many readers of THE CONDUCTOR (I mean conductor's wives, and especially our western ones), why do not more organize and become enlisted under the same banner of True Friendship with us? If I may quote the words of our Grand President: "But we must organize to bring out the very best wisdom and knowledge of the best women for our cause." So many ladies I have spoken to say: "I would like to belong to the Auxiliary, but I am afraid it would not be a success here with us." Sisters, make up your minds to do a thing and you will do it. The conditions of success are ability and opportunity. We may not do and become all that we desire, but God gives to all of us ability and opportunities enough to enable us to be moderately successful. Never be cast down by trifles. If a spider breaks his web twenty times, twenty times will he mend it again. Let the wives of conductors become more acquainted. There are certain times when a hearty greeting, a word of cheer, a token of sympathy, or a little friendly assistance, are most valuable and life-giving. How often has the help that might have saved the sick and suffering arrived too late to be of any avail.

Yours in T. F.,

MRS. W. J. MILLICAN.

Charity and True Friendship.

The following paper was read before the members of Western Division, No. 33, L. A. to O. R. C., at a recent meeting, and is published by request of that Division:

In taking our motto for the key note of the few thoughts I shall try to give you this afternoon, I do not intend to try to exhaust the subject by a lengthy article.

Charity; what is it? Do we not often look upon the word simply as meaning benevolence and liberality, or do we look farther and discover that charity also means love? Again, do we not often think charity ends when we have given of our money, our food or our clothing to those who are suffering for those things? We should remember that there are those who are better off from a worldly standpoint than we are who also need charity; but you say, how can we show it? Is there not such a thing as charity in speech, speak no evil of anyone; charity in thought, beware of evil thoughts; and charity in our actions one toward another? Let us throw the great mantle of charity over the sins and shortcomings of those around us and remember that "now abideth faith, hope, charity, these three; but the greatest of these is charity."

True friendship—when we study these words, they have a deeper meaning than we think of when we first glance at them. When we speak of true friendship we do not mean that friendship that lasts only for a day, or while we simply want to use our so-called friend, but it is that friendship that lasts forever. We must love our friends, and we must sometimes tell them of our love and of the good they have done us; and not wait until we bring the flowers to adorn the coffin in order to show our friendship and love. How often the kind, loving word helps our friends more than we know, and how little it costs us. We should be unselfish in our friendship, sharing our joys with our friends as well as wanting them to share our sorrows with us.

The railroad people, bound together by a common tie, should be one vast army of true friends, sharing one another's joys and sorrows. We should be very social one with the other. How much we enjoy the social call of our friends. Where we find true friendship existing we will not hear an absent friend spoken of slightly. The true friend is not the flattering friend; but is one who in kindness and love will tell us of our faults and strive to help us overcome them; thereby helping to build up a more noble character. We must also remember that true friendship means that we must be patient, sympathetic, kind and forgiving towards one another. "And

be ye kind one to another, tenderhearted, forgiving one another, even as God for Christ's sake hath forgiven you." May we ever remember that we have one great Friend that "sticketh closer than a brother." E. G.

PORT HURON, MICH.

Editor Railway Conductor.

Having been duly elected to fill the vacancy caused by the resignation of our worthy correspondent, I shall do my best to keep the Order posted as to the doings of Michigan Division No. 32. In the first place I would assure everyone interested that we are still alive, in spite of the many predictions regarding our early death, and that if we do die it will be only after such a struggle that all must know of it.

It is with us here as Sister Tremblay says of Division No. 48. Some of the brothers appear to be under the impression that we do nothing but canvass their outside affairs, and will not let their wives join us, while even those whose wives do belong to our Division, never have recognized us either as Sisters or as a Division that is both willing and able to help them, if they would but appreciate us and our ability.

I wish I might say something to all our Sisters that would induce them if possible to attend every meeting, and each one try to think up something to do or say for the good of our Order. Surely the more we see of each other, the more interest we will feel, and the more good will be accomplished.

These are trying times in all railroad circles. Many have friends who are laid off for a time, and some think: "Well, I am discouraged. I don't feel like getting out. Those whose friends are working don't sympathize with me." I think these are the times when we should get together, and when we all have a chance to both give and receive sympathy. There is nothing that will draw out our hearts to each other as trouble will, and often an overburdened heart is lightened by speaking of those burdens and receiving sympathy in return.

Our President has been confined to the house since early spring, but we are in hopes she will be with us at our next meeting, and we will be glad to welcome her return. I see by our last paper that Sister McCarthy and family are about moving to Battle Creek. We are sorry to lose another sister from our city, and hope she will not forget us in her new home.

I enjoy reading THE CONDUCTOR very much, and I wish we might hear from every Division in the land.

Yours in T. F.,

MRS. F. WHITEMAN.

Uncanny Footsteps.

We had moved to a strange town. The agony of unpacking and getting settled was over, and we were enjoying our first quiet evening around the fire, blazing so cheerily in the wide, old-fashioned fireplace, when we were startled by the sound of footsteps.

We listened silently. There was no mistake; somebody was in one of the rooms.

A thorough search failed to discover the intruder, or any cause for the sound, yet scarcely were we again seated, when there it was again, faint, but distinct, the slow, shuffling tread of an aged or infirm person, with, at short intervals, a feeble, exhausted cough.

We were not given to superstitions, so trusted that time would solve the mystery (if mystery there was) and, as the sounds were not loud or obtrusive, we soon ceased to even notice them.

It was the oddest house imaginable. Being the only one of any size in the little obscure village, its bigness and ugliness were obtrusively conspicuous.

It was three stories high, with great barnlike attic rooms under the high-peaked gables, that had neither cornice nor projecting eaves to relieve their sharp outlines. Each story was divided into two great rooms by a wide hall, and each room was lighted by four windows, one in front, one at the rear, and one at either side of the huge, projecting chimneys, whose cavernous fireplaces were framed by tall, spindling mantels, that were without even a strip of moulding in the way of ornamental finish. The woodwork floors and stairs, with their square, roomy landings and plain banisters, were of oak, time stained and polished. The walls were of brick, and nearly two feet in thickness.

There was a front entrance with side and fanlights to the two lower floors. The first opened directly on the walk, the other was reached by a narrow, boxed, corkscrew stairway.

It had not been occupied within the memory of the present generation. "Kase," said one informant, "it's ha'nted. Folks 'at lives thar kin yere ol' Aran a walkin' an' a walkin' an' a coughin' jes' like he used to do 'fore he died."

And this is the legend of the old house.

Aran McPherson was one of a Scotch colony that emigrated to America and settled in the wilds of Virginia some time in the seventeenth century. Prudent to parsimony, not overscrupulous in the turning of a penny to his own advantage, he was not long accumulating, what was for his time, a fortune. Unsocial by nature, looking upon woman as a snare and a delusion, he lived

alone, never giving and seldom accepting entertainment.

What induced him to build the monstrosity known as the McPherson house, will remain a mystery to the end of time.

But "old fools are the worst fools," and Aran was no exception.

Late in life he fell desperately and hopelessly in love with Ellis Drury, an ignorant, but very bright and pretty girl of the lower class, and young enough to be his granddaughter.

If Ellis had any romantic dreams, she prudently put them aside and married, without any ado, her antiquated admirer.

Aran pictured what his house would be, and fondly dreamed that he would be relieved of all onerous household duties when he should bring his young wife there, but Ellis' dreams ran in quite a contrary direction.

A humdrum domestic life was not at all to her liking. What did folks imagine she had married such an old curmudgeon for if not to spend his money and have a good time?

There is a wide margin for doubt about the spending of his money, but, have a good time she did, if unlimited flirting, a wild chase about the country on giddy escapades and to low dances, and an utter disregard of propriety, constituted that much to be desired experience.

For a while Aran bore all with exemplary patience; but, after a time, the edge of his infatuation grew dull, and then the trouble began.

Finding expostulations vain, he had recourse to more severe measures, even to holding her a prisoner on short rations for days. As well try to control the wind. Every attempt at coercion seemed to raise in her a blind fury that was akin to insanity, and to strengthen her determination to follow the dictates of her own fancy. So matters went from bad to worse, till there was total estrangement, each hating the other with an almost murderous hatred.

Although Aran often applied to his wife such reflecting epithets as his staid Scotch tongue dare syllable, he never really believed her guilty of more than indiscretion, till, passing a chincapin thicket on his way home late one night, he was startled by hearing her voice in earnest conversation with a strange man.

Involuntarily he paused, and his hair fairly rose on end as he listened to the revelation of her shame, and the confession of a guilty secret, urging her companion to take her away before her husband's suspicions were aroused, and her disgrace made public.

Aran went home in a daze. Rest and sleep were forgotten as he sat in his cheerless room.

thinking and planning till the early summer dawn was high in the heavens.

The next day the neighbors were surprised at the unusual sounds of tinkering and hammering in the McPherson house, and at the frequent visits of the village blacksmith; and, later, at the arrival of Mausie Burns, the worst old shrew that ever set a neighborhood at sixes and sevens, who seemed to enter in and take possession.

After this Ellis was never seen.

The villagers were curious, as villagers are wont to be, but none dared question Aran. The smith was a Scotchman, and as reticent as even Aran could wish, and one tilt with that old bel-dame, Mausie, usually satisfied the most inquisitive. So the months slipped by, but the mystery was unsolved.

Then one drear November night, the soul of the erring woman passed into the "beyond," and a poor little waif, that was never to know love of father or mother, kith or kin, was thrust out into the world.

"It's nane o' mine," said Aran, by way of salving his conscience.

In a desolate field, where the wind wailed dimly through ghostly ranks of mullein stalks and thistles, Aran laid his hapless wife, too great a sinner for her dust to mingle with that of the village churchyard.

And the field was shunned and left untilled. "For," said the superstitious country folks, "nothing that was planted ever grew there again."

Some spectre of remorse must have struggled with Aran's hard nature, for after this he was never known to sleep quietly in his bed. Back and forth, back and forth, through the long rooms he would pace, till he succumbed to exhaustion, then he would doze fitfully in his chair, or propped up on an old settee.

Perhaps he is doomed to walk through all eternity, and the echo of his footsteps reaches us from the other shore.

JOSEPHINE BRINKERHOFF.

SAN BERNARDINO, CAL.

Editor Railway Conductor:

You have never been afflicted with any of my

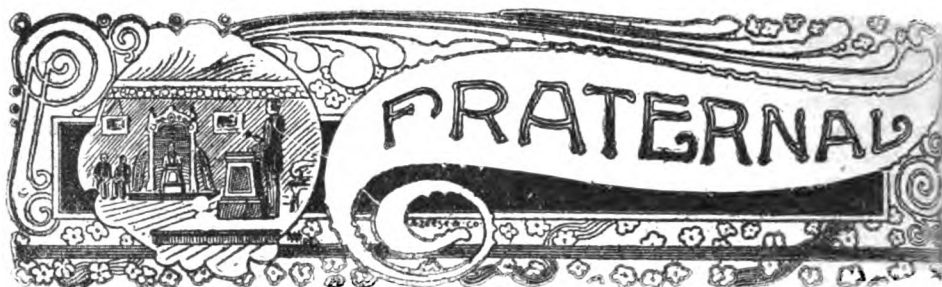
writings before, but my heart is too full to wait very long to hear what others have to say about our strike. I read in the San Francisco *Examiner* that Mr. Debs had declared the strike off, and it was probable that he (Debs) and his lieutenants would be candidates for political honors. How very easy for Mr. Debs to say he has learned in the late trouble that the United States Government does not approve of strikes, and that hereafter we, the working class, must right our wrongs by the ballot-box. (I suppose he will help us all he can if we run him for some office). This sounds all right to people who are not affected by the awful calamity that has befallen us; we can call it by no other name. It has been like war. Our husbands are out of employment, are wandering over the face of the earth looking for work, while we, their wives, are home holding down expenses, trying to live until they can become bread winners again.

Here in San Bernardino we had about thirty-five men with families who were in the train service, and I could not say how many were employed in other departments. They were good citizens; ask the merchants or the ministers, and they will tell you a better class of men would be hard to find. Twenty or thirty families owned their homes. To day our homes are for sale for almost anything we can get, and we are only a few among many. Now Mr. Debs tells us for consolation that strikes are not the proper thing, that the Government don't approve of strikes, but in time all things will be righted by the ballot-box.

What it took the railroad orders fifteen years to get, Mr. Debs lost for us in fifteen days, and now he tells us: "Go back to work if you can get back, and everything will be fixed in time by the ballot." In the meantime our homes may be taken away from us, and we can starve until our husbands get employment—if they ever do—but it is all for the best. I, for one woman, am disgusted and discouraged.

Will someone with a wiser head than mine tell us what is the remedy; will someone who can see further in the future than I, tell us what the outcome will be? Yours in T. F.,

MRS. A. E. F.



TORONTO, ONT.

Editor Railway Conductor:

At our last regular meeting it was decided to have an excursion, and the following brothers were appointed a committee: W. Coulter, C. Stuart, R. A. Purdon, T. Waterhouse, Secy., C. Mitchell, Treas., and C. C. Riley, Chairman, with full power to select a place and appoint a date. With their usual promptness satisfactory arrangements were made with the Niagara River Line for a trip to Niagara Falls, including a trip on the electric cars of the Niagara River Railway. This line affords the only satisfactory means of seeing all points of interest, as it is built on the edge of the Canadian bank from Queenston to Chippewa, a distance of twelve miles. Being an old railroader, I may be considered authority for expressing my opinion of its construction; its road-bed is perfect and the cars are very strong and convenient, having been built purposely for this route. A short distance from the wharf we arrived at the company's power-house, which was built to supply the electricity necessary for operating the long grade up the mountain, which, I was told, was a mile and a half long and rises five feet in a hundred, the total height of the mountain being about three hundred feet. We then turned away from the river and passed through the village of Queenston, which was one of the old portages from Chippewa to Queenston. We also passed within a few feet of Brock's Monument, which was erected in 1860 by the Prince of Wales, and marks the spot where General Brock was killed in 1812. The monument is one hundred and eighty-five feet high, standing on a base of forty feet square. The top is reached by a spiral stairway of two hundred and fifty steps. Here you have a splendid view of the surrounding country, and on a clear day the city of Toronto is plainly distinguishable in the distance. Surrounding the monument is a beautiful park, in which are the ruins of the forts used in 1812. Then came the world-renowned whirlpool and the inclined railway, suspension and cantilever bridges, which are

wonderful in their construction. Arriving at Niagara Falls, we spent a few hours seeing sights and friends, after which we returned by the electric railway to Queenston, and there boarded the magnificent boat Chippewa, the largest steamer ever launched on Lake Ontario. She is a fine new side-wheeler, 311 feet in length, and her moulded beam is 36 feet, while over the guards amidships, she is 67 feet wide; her depth is 33 feet 3 inches, her hull is of steel and put together in the most perfect manner; her engines are of the walking beam type, 3,100 horse-power, with 75-inch cylinders and 11 feet stroke; she has five boilers, each 21 feet long and 10 feet 4 inches in diameter, and everything about her is of the latest design, and the furnishings are in keeping with the fine work on the boat. Leaving Queenston we crossed the river to Lewiston, and, after remaining a short time, started for home. First down the beautiful Niagara river for seven miles, then we steamed out into Lake Ontario and, after a sail of thirty-five miles on this grand body of fresh water, we arrived in Toronto all safe. I may mention here that the company has three boats on this route, which were all engaged for our excursion, and those who did not return on the Chippewa, arrived on later boats, all delighted with their trip. Among those on board were Mr. J. W. Leonard, Supt. of the C. P. Ry. at Toronto, Ex-Conductors Brady and Devany, Chief Conductor Brother Anderson, of Division No. 345, and Chief Conductor Brother Pegg, of Division No. 355, also Brothers Corcoran, Tamblyn, Snyder, Carter, Jobbitt, of Division No. 17, including all the members of the committee who did everything to make the event a success in every way.

Yours in P. F.,

W J. GRAY.

FORT DODGE, IOWA

Editor Railway Conductor:

With your kind consent I would like to address a few words to the real friends of the "Home" for aged and disabled railroad men:

MY DEAR BROTHERS: I feel that I must from my very heart thank you one and all for what you are doing to sustain this "Home." I have just come from the bedside of the helpless men there. As I sat and talked with the inmates and realized how comfortably they are situated, I said to myself: "How I wish every railroad man in the nation could look in upon them." If these men had homes of their own and were in independent circumstances as far as money is concerned, they could not be made more comfortable than they are now. These poor men—four of them paralyzed—three of them to such a degree that assistance must be rendered to them in taking their food, are now provided for in much better shape than they would usually be in a home of their own. What would these men do if it were not for the "Home," I cannot see.

Again let me express to all the contributors for the support of the "Home," my most heartfelt thanks for your remembrance of a brother's need. To be sure, it is a very small sum each one of you pays, but the great good that comes to these helpless men from these many littles, is absolutely inexpressible. I firmly believe did every railroad man in the land know just exactly what good comes to these helpless men, as the writer does, there is not one in all the tens and hundreds of thousands who would refuse to contribute his mite to the support of the "Home." Brothers! Will you allow me once again to assure you your money is most sacredly and economically used for the one purpose alone, and that is to make as comfortable as possible the unfortunate men who, from accident or exposure, have lost health, or by being crippled can no longer do work on the rail and have no way of making a livelihood.

Some who have had the benefits of the "Home," have gone out from it and, poor, human nature-like, have attempted to "befoul the nest that so freely gave them shelter." This is disheartening and terribly discouraging to us, who have given so much time and toil to its building up. But this should not discourage us. As our Great Leader in working for humanity has said: "If they have done these things to the green tree, what will they not do to the dry?" He, in the love and compassion of His great heart, cured the ten men who were sick with the loathsome leprosy. Still, but one only returned to thank Him for doing what no other one could do. So, brothers, if some are ungrateful and return abuse for good done to them, let us, by patient continuing in well doing, make these helpless men who are now inmates here, feel that they indeed have a

home where their brother railway men will see to it that their every want shall be fully met.

These are now hard times. Many a man is seeking a job, and we sometimes may have a fear that these men here will be forgotten; but then our faith in railroad men rebukes us. You will not forget them. As I said above, could you all only spend even an hour at the "Home," you would never after have to doubt of the good it is doing. Most of you know me well enough to trust me to see for you, and you will take my word for it. As Dr. Ingalls said to me this morning: "If I could be assured that should misfortune come to me I should find as comfortable a home in helplessness as these men now have, I should cast all fear to the winds." I do then most earnestly hope and trust that in these hard times no one will forget to send in his little mite, so that the doors of the "Home" shall still stand wide open for every deserving but helpless railroad man.

L. S. COFFIN, Prest.

NEW YORK CITY, N. Y.

Editor Railway Conductor:

New York City Division No. 54 has remained dormant for some time. At last we have come to the conclusion that it is absolutely necessary for the future prosperity of our Division, that we should be heard from. This duty has devolved upon your humble servant; whether I shall be a success remains to be seen; possibly I may be offered a fine position on the editorial staff of some of the leading journals of the country, but I hope to be permitted to write a few more letters before that time.

Our Division is composed of brothers from the N. Y. C., West Shore, N. Y., N. H. & H., Long Island, N. Y. & P., Staten Island and other roads having New York as a terminal. We have just installed Brother Alf Ellerby, who is well known in the Order, as Chief, and Brother J. H. McLean as Asst., both filling positions made vacant by the resignation of Bros. A. J. Clow and E. B. Finley. We are steadily increasing in membership; scarcely a meeting passes but what from one to three are initiated, and, by the way, we have four for our next meeting. We have a very much alive S. & T. in the person of Bro. C. F. Heitzman, a man who has the Order at heart at all times and is always ready to give both his time and money to further the growth of No. 54. Brother Morey is our poet, and has quite a category of copyrighted jokes. He has promised to give THE CONDUCTOR some of them; one in particular is very fine, something about one of our members falling four stories into a soda water wagon and

not getting hurt because it was "soft stuff," but, of course, I cannot tell them as they should be told, and our Brothers will have to content themselves until next issue, by which time I expect to have some original manuscript. I had the pleasure of meeting many members of the Order on a recent trip, and want to state that the fraternal feeling as shown by members of our Order, would be well for other Orders to copy. One thing I have noticed, that most of our Brothers in the East are not proficient in the lectures. We want Brother White, of No. 169, Mahan, of 180, and Weight, of 180, to know that we are still alive, and would extend to all the Brothers an invitation to call on us when they are in New York. We meet the second Sunday of each month at 100 West 24th St. Yours in P. F.,

CORRESPONDENT OF NO. 54.

KANSAS CITY, MO.

Editor Railway Conductor:

I see a letter in the August number of THE CONDUCTOR from our good Brother "Growler." (I wish the correspondents would sign their names so we might know who they are) who finds a good deal of fault with our insurance laws, especially the disability claims. Now, Brother Growler, what have you done towards changing the disability clause in our insurance laws? Have you brought the matter up before your Division meetings and discussed the present evils of the law? Have you insisted on sending a delegate to the Grand Division who is a member of the benefit department? Have you insisted that your delegate shall work to change the laws so that every disabled Brother shall receive his insurance upon it being proven that he is incapacitated for train service of any kind? If you have done this then have you taken into consideration the possibility for fraud that may be practiced upon our benefit department; and don't for a moment lose sight of the fact that there are those who will stoop to such a thing even in our beloved Order. It has been done in the past, and will no doubt be done in the future, if not watched closely. Then, Brother Growler, did you ever hear of a kick amongst the Brothers when a double header comes along? Yes; I fancy I hear you say; "I have kicked myself." Well, my good Brother, do you think of those poor unfortunates who are afflicted as the Brother you speak of is when you growl? if not I want to tell you that if the laws are changed to meet such cases, you won't only growl but you will groan when you pick up your next annual coupon of assessments and see about every other one a double header. [That's what. E.D.] What

is the reason your Division cannot take care of this Brother's assessments for him and upon his recovery, or at his death, hold out whatever your Division treasury has paid out? and I am sure the Brother and his family will be willing for you to do so in order that his family may be secured against the total loss to them of his insurance, and I know he is worthy of your confidence and care from the fact that he has provided his family with insurance in case of accident or death overtaking him. Never let it be said that a Division of the Order let a worthy Brother's insurance lapse when he was unable to meet his obligations from sickness or accident.

Brother Growler, now is the time to take these things up in our several Divisions. It is only a few short months before we will be called upon to send our delegates to the Grand Division; see to it that your delegate is well posted as to the wants of the Brothers of your Division, try to send one who is in favor of a representation by the direct vote of the Divisions, and not by the permanent membership, which too often destroys the wishes of the rank and file of the Order, a vote in the Grand Division by members who have long since retired from actual railroad service, but still try to make us believe they know our wants as well as we who are in actual service and make our living by it; men, many of them, who never have carried a dollar of insurance, yet vote on insurance and make our insurance laws.

I am glad Division No. 231 has such a good correspondent, and hope to hear from him again soon. Hoping ever for the best interests of the O. R. C., I am Yours in P. F.,

WM. WELCH.

SHARPSVILLE, PA.

Editor Railway Conductor:

As the Governor of North Carolina said to the Governor of South Carolina (not this governor, but s'mothe governor) "It's a long time between drinks," so it has been a long time since I wagged your editorial paw. Having nothing heretofore to say, therefore I said it. For a year past and gone the "sheep path" has been under a cloud. You know this is an iron making district, and when the mills and furnaces shut down, it makes hard sledding for the boys. The cokers have resumed, and the mills and furnaces are resuming, and the railroad skies are beginning to get brighter; in fact, there is many a rift in the clouds where all has been gloom. All around us the skies are reddening from the furnace and mill fires. And the boys are hustling to and fro, getting "stock" to where it will do the most good.

The old men are again taking their trains, and all goes as merry as wedding bells, while all are feeling good over the outlook. Our old friend and Brother, Sam Livingston, blew in on us recently, and to say we were glad to "see Sam," but feebly expresses it. We were busy at the desk when his corpulent majesty loomed upon our horizon, and we thought from the sudden darkness, as he filled the doorway, that the much needed rain had come at last, but no; it was Sam's corporosity shutting out the daylight, "only that, and nothing more." Well, we were glad to see him, anyhow. Sam's visit to his old home was caused by the death of a much loved sister. We learned from him that he had been working for the St. Louis Bridge & Terminal Co., and that the A. R. U. had forced him off duty, much against his will. If Sam could have his way, the A. R. U. would not only be a thing of the past, but would be sunk so deep beneath the turbid waters of the Mississippi that ne'er again would its hydra head be raised to trouble railway men. Then

Imperial Debsey, dead and turned to clay,
Might stop a crack to keep the wind away.
But windy Howda, mischief-making spud,
Would be forgot; his name it would be mud.

But we don't blame Sam for his hatred. Many a good man is idle to-day through their cursed work. Many a family suffers want, that they might strut in their brief hour of self aggrandizement, and any punishment that may be meted out to them, will but feebly compensate for the distress and the distrust they have caused. With the return of brighter times and of course more work, we hope all who were compelled to quit or otherwise forced from their positions, may again be re-employed or get situations equally as good. Wouldn't those long winded political harangues "cut off" a part of their train and side-track some of their politics for us? Yours in P. F.,

C. H. PETERS.

HARRISBURG, PA.

Editor Railway Conductor:

Dauphin Division No. 143 has been working on by-laws for the last month or so. The fact that our last two meetings were the principal ones during the progress of this work, had a tendency to draw full houses, so we had unusually large attendance and very interesting sessions. We are still taking in a new member every meeting or so, and are, of course, losing one now and then in the subordinate Division. From what I understand, the majority of members who allow themselves to drop out, came in prior to July 1, 1891, consequently they hang on to the insurance, which, we

must admit, is about the best insurance for the money that a man can get. Dauphin Division, I believe, has about forty of these delinquent members who belong to the insurance, when delinquency in the subordinate Division should throw them out of the insurance department and debar them from all benefits of the Order. There should be a speedy remedy for this. Our Grand Division, from this standpoint, is beginning to assume the appearance of a vast insurance company, not having the welfare of the Order in general at heart, but making insurance the principal interest. These men of whom we speak are not loyal to the cause, and joined the Order for sick and death benefits alone. They generally try to trump up an excuse to drop the subordinate Division at the first opportunity, knowing that they can hold on to their insurance by keeping their assessments paid up. I hope some one can devise a plan to rid us of these impostors. I believe these people are an imposition upon all good members of the Order. The insurance department belongs to the Order in general, and not to the Grand Division alone, and the Grand Division is kept in existence by the subordinate Divisions. I wish someone else would have something to say on this most important subject. The following is the prayer of some of our boys on retiring at the west end of their respective Divisions:

Now I lay me down to sleep,
May dreams of stock-trains 'round me creep.
And if I'm called before I wake,
I pray the beef-train I may take.
If nothing better on my plate,
I pray thee give me A. L. 8,
Which is quite as good as a slow freight,
These favors we ask for our wives' sake,
So-so.

And Thomas is our Chief just now,
And Scott is the Assistant,
While William fills the Senior's chair
And Junior Andy's in it.
While Secretary George is Wood,
And Harry he is Allbright.
For Alex. Lynn and Uncle Jake,
We know that they are all right.
Our Jacob tends the outer door,
While Samuel tends the inner.
Now it is hard for me to tell
Which of the two's the thinner.
Of each one I would like to say
A word or two if any,
But then you know it takes too long;
Because there are so many.
So, kind friends who read these lines,
Of me take this advice:
Just come around and join with us;
I know you'll think it nice.

Yours in P. F., Mox.

TOPEKA, KAS.

Editor Railway Conductor:

Since my last attempt as a correspondent appeared to find some favor, I will inflict another on you, though there is really very little in the way of news to give. Nearly all of the Brothers are now at work, and all are in excellent health, save Brother H. A. Johnson, who, when last heard from, was in the hospital, at Tyler, Tex. The members of 179 feel that they have reasons for being proud, first, because we have the best working Division in the state, and second, because we have two of the General Grievance Committee of the A. T. & S. F. system. Brother C. L. Short is chairman and Brother R. Wilson secretary of that important body, so when any of the boys have a kick coming we can fix it up for them to the queen's taste and almost give them an order for a preferred run before they leave the hall. In addition to all these advantages we can "chew the rag" harder and leave the hall in better humor than any set of men on earth.

For some time past we have been thinking of paying Osawatomie Division, No. 137, a visit, but recent developments have caused us to revise our plan. When Brother Hay, our C. C., was taking his vacation this summer he visited some of his wife's folks in that vicinity, only four miles from Osawatomie. Knowing it was the regular meeting night for that Division, he hired a small boy and a mule team to make the trip through the dust in order to pay an official call on our neighbors. On arriving he found the hall dark and the following touching legend on the door: "Adjourned to attend the circus." Just think of it, a Division adjourning a regular meeting to attend a circus! I have since heard, however, that all the boys were in that day and carried water for the elephant in order to get free tickets, and, of course, I cannot blame them, as I was a boy once myself. When we decide to visit 137 in a body it will be after the circus season is over.

Yours in P. F.,

J. H. DODD.

WILKES BARRE, PA.

Editor Railway Conductor:

The spirit again moves me to say a few words through your valued magazine, which is read by all the good Brothers and their wives. Since the Lehigh Valley strike is a thing of the past, I will tell you something of the road on which I am now working for my little \$1.75 per day. I started to work on the Bloomsburg Division of the D. L. & W. R. R. on the 19th of June. My job is braking on a coal train, and some of the Brothers who have spent five or more years on a

first-class train can doubtless imagine how nice it is to jump on a coal jimmy and have the engineer see how quick he can stop with a steam brake, and then laugh to see you trying to hold on. Well, it's pretty hard, but it beats scabbing. There are a pretty good lot of boys on the D. L. & W., and they should be so, for they have a good man to work for. If the railroads of this country had more W. F. Halsteads to conduct them and fewer Voorhees, (and others whom I might mention) it would be better for companies and employes both. Well, as I said, we have a lot of good fellows on our line. My old friend from Canada, Bro. Raynord, is a chip of the old block, and he gets there with 18 with the best of them. Bro. Ike Morrison went a little beyond his mark some time ago and G. B. let him down. Bro. Bernard Law is now running on local freight between Kingston and Northumberland. Bro. Mac says this hot weather is a terror on a man who carries so much weight on his feet, but Bro. Sleppy says he don't mind it now, as he is used to it. Bro. Thos. Law says you're all right on 12 until Dick Carney throws his caboose on the main track in front of you at Avondale and then fills out at Dodson. Bro. Kelley (the big alderman) is satisfied, but thinks Bro. Culver should come in behind him, as he (Culver) has no bones in his legs, and should not be ordered out so early in the morning. Mooney feels much better since he has time to look around him in the mornings, but now he has to get home the best way he can, as 171 is too swift for No. 8.

I regret exceedingly to see some of our Lehigh Valley men dropping out of the Order. Come, boys, you showed yourselves to be good men when you had a chance; do not give up now. There may come a time when you will regret that you left 160, for the old Division will be a good friend to you if you will do the right thing. In this connection I would like to say a word to Springer Division, No. 20, L. A. to O. R. C., which is located in our city. I believe they elected a correspondent for THE CONDUCTOR, but I have never seen a word from her, to the best of my present recollection. There are many things of interest happening in that Division, and we would all be pleased to hear how the L. A. is progressing. Bro. J. H. Rich, of the B. of L. E., our general chairman in the late Lehigh Valley strike, is after the nomination for clerk of the courts in this (Luzerne) county, and if the railroad men and their friends do the right thing he will be elected. I would much rather see him run for the legislature, however, as he could do us much good in that capacity. Bro. Abe Reilly, of the B. of L. F., is looking for the republican nomination for representative in Ashley, and if he secures it his election is a pretty sure thing. With best wishes for the Order and its loyal members, I remain

Yours in P. F.,
JAMES FINLEY.

CEDARTOWN, GA.

Editor Railway Conductor:

While I agree that all Brothers should dwell together in unity, yet there is a higher and mightier law that is recognized by our Order and all others as well, and is handed down from the Great Ruler of the Universe, and that is to do justice to all mankind, and thus fulfill the law. In conformity to this I must respectfully ask space to reply to an article of a Brother, who signs himself "Div. 230," in our July magazine. I do not charge that the Brother who wrote the piece intended to convey a wrong impression in writing as he did, but must insist that he was not posted as to the affairs of the Chattanooga, Rome & Columbus Road, as he is not and has not been employed thereon for two years or more. While it is true the road is not doing the business it has been doing for years past, yet every man was kept in the service of the company that the business of the company could possibly warrant, and in the distribution of places by our trainmaster after the road cut loose from the Central, the conductors were first provided for and given places as nearly as they had them as was possible, and when there were no more places as conductors to be given out, those remaining were offered positions as flagmen in preference to older train hands. We are working under the same trainmaster we were before the Central gave up the road, and he has proven to be the best we ever had. This is admitted to be a fact by all the men who have worked here and have had the good fortune to hold on through the different administrations. He has been in charge for 20 months, and during that time has never hired a single man for a conductor, nor did he bring any with him when he came to us. This, I think, speaks for his treatment of the men in more glowing terms than I can, and also explodes the idea in my Brother's letter that we got a receiver from somewhere and a superintendent from somewhere else, and they together secured a trainmaster. As to the pay of the men, I will say that they are paid \$3.00 per trip each way over the road, and train hands \$1.50 per trip for each trip they run. Your correspondent overlooks the fact that several years ago this road had an enormous lumber business, and that the W. & A. and the N. C. & St. L. were not operated as one road out of Chattanooga, and that there was no alliance between the Cincinnati Southern and the E. T., V. & G., as at present, and that the local productions were more than half as much along the line of road as at present. As to the road being run in the interest of the officials, I will say that the

writer there was again not posted, as our superintendent is performing the duties of superintendent and traffic manager, and the trainmaster is also filling the office of master mechanic, while there was a separate officer for each of these places during the old administration, as the books of the company will show on examination. The road is run economically and on business principles, and I know whereof I speak when I say that every conductor employed by the company is thoroughly satisfied with the way things are being conducted, and that the best is being done for us that could be under the existing circumstances, as the old road is bottled up at both ends and in the middle.

Knowing that it is the desire of yourself, as well as all of our membership through the land, to see justice done to all parties at all times, and under all circumstances, I ask that you allow me space for this, as I feel it a duty due the officers of the company that things be put to you in their proper light, and I am sanctioned in this by all the Brothers engaged on this road. Should the facts not be as I have represented, I respectfully ask any Brother to correct me over his own signature, and if he is cognizant of the truth and in a position to show me that I am in error, I will so notify you.

Yours in P. F.,

MEMBER 230.

DENNISON, OHIO.

Editor Railway Conductor:

Dennison Division may have a correspondent regularly appointed, but, if so, nothing has been heard from him for some time. We have an excellent Division here, with about fifty members in good standing, and one of the finest rooms in which to hold our meetings you could find in a week of travel. No new members have been taken in of late, but we have a candidate for the next meeting and expect to find in him a loyal Brother and a good worker. As the times grow better there will be more to follow him. We are fortunate in having good officers for the Division, the following being the list as it stands to date: C. A. Pogue, C. C.; J. A. McGee, A. C. C.; A. M. Bier, S. C.; P. W. Hick, J. C.; W. C. Williams, I. S.; P. Senft, O. S.; Wm. Reese, S. & T.; W. C. Williams, J. A. McGee and A. J. Pumphrey, Committee. The boys on the Pan Handle are doing well considering the times and number of crews, there being forty-five between Dennison and Pittsburg, including pension crews and all. There was some talk of taking off the third man, but the recent trouble put an end to that. Brother John McIntyre has recently taken to himself a life partner, and they both have the best wishes of all. May their life together be full of sunshine.

Yours in P. F.,

BUSTER.



Carriers of Passengers—Negligence—Collision.

Where a street car crossing a railroad track is run into by a team, on proof of negligence in each company, an injured passenger on the street car may sue and recover a joint judgment against the respective companies.

Downey v. Philadelphia etc. Ry. Co. and Phila. Traction Co., Penn. S. C., May 21, 1894.

Passenger—Station—Conductor—Liability for Injury.

A railway company is liable for injuries to a passenger alighting at a station, caused by the unsafe character of the place at which the train stopped, the circumstances being such, and the conduct of the conductor warranting it to be safe to alight.

Falk v. N. Y., S. & W. Ry. Co., N. J. S. C., May 27, 1894.

Injury to Passenger—Contributory Negligence—Warning of Conductor—Excursion Train.

1. Where a passenger is thrown from the platform of an overcrowded excursion car by the swaying of the train in passing a curve at a rapid rate, the jury are justified in finding the defendant railway company guilty of negligence.

2. A passenger is justified in taking passage on a crowded excursion train where defendant does not through its conductor or servants warn persons not to do so; and, even though such warning was given by the conductor, the injured passenger could not be affected by it if he did not hear it.

Lynn v. Southern Pacific Ry. Co., Calif. S. C., June 11, 1894.

Injury to Railroad Conductor—Employment of Locomotive Engineer.

1. In an action against a railroad company for injuries, caused to a railway conductor by an engineer, and instruction that if the company failed to use ordinary care in employing the engineers, and that he was a careless man, and the injury was the direct or proximate result thereof, without contributory negligence on the part of plaintiff, defendant was liable; but that the jury should

find from all the evidence what the proximate cause of the injury was, and that unless defendant was negligent in employing the engineer, and his carelessness contributed to the injury, defendant was not liable, does not authorize the jury to find for the plaintiff if the engineer was careless, and employed by the company without due care, though the injury may not have resulted from the engineer's negligence.

2. Where an engineer leaves his engine in a perilous situation on a steep grade, in charge of an inexperienced fireman, who sets the engine in motion, so that the train runs down hill, occasioning an accident which results in an injury to the conductor, the act of the fireman is not, as a matter of law, the proximate cause of the injury so as to relieve the company from liability on the ground that they were fellow servants.

3. Where the engineer had been once discharged by the company for carelessness, and re-employed, and the trainmaster thereafter failed to report acts of negligence on his part, a request to charge that such failure to report was the negligence of a fellow servant, and therefore plaintiff was not entitled to recover, was properly refused. Judgment for plaintiff for \$7,500 affirmed.

Mexican National Ry. Co. v. Mussette, Tex. S. C., May 24, 1894.

Note. The above decision is of interest to train men for the reason it is a slight diversion of the rule of law almost universally adopted by the courts of the land, to wit: "That an employe cannot recover from his employer for injuries received by reason of an accident which could have been averted by the employe's proper discharge of the duties of his employment. Nor can the personal representatives of such employe in such case, if death issue, maintain an action for damages by reason thereof." (See *Word, admr., v. Chesapeake & O. Ry. Co., S. C. of W. Va., Mch. 21, 1894.*)

Fraternal Insurance—Change of Beneficiary—When Not Complete.

When the holder of a certificate in a mutual fraternal association applied for "change of beneficiary," stating that the former certificate was

thereby returned, and surrendered for the purpose of the application, and that the association should forward a new certificate, payable to such person as he might name in his will, the certificate being issued accordingly, but no beneficiaries were ever designated by will or otherwise.

Held, that no change of the beneficiary took place.

Grace et al v. Northwestern Mutual Aid Ass'n. Wis. S. C., June 2, 1894.

Payment of Assessment by Mail—When Complete.

Where an insurance association authorizes payment of premiums by mail, the payment is made when the letter containing the remittance is deposited in the postoffice properly posted.

Pumeau v. National Life Association. N. Y. S. C., June 7, 1894.

Breach of Warranty—Forfeiture of Certificate.

1. Where the insured warrants the truth of the answers in the application, compliance with the warranty is a condition of the contract, and any substantial deviation from the truth is material to the risk, and avoids the certificate issued in evidence of membership and contract.

2. Where the insured, in her application, warranted that she had never had rheumatism, *Held*, that the answer to this question was a material one, and, under the terms of the application and certificate, if false and untrue, render the policy null and void.

O'Shannessey v. Workingwomen's Co-op. Ass'n of U. S. N. Y. S. C., June 7, 1894.

Application—Warranty—Answers Written by Agent—Knowledge.

1. Where the application contained a warranty of the truth of all the answers to questions contained therein, and states the person taking the application shall be the agent of the applicant as to all statements and answers, *Held*, that a false statement will avoid the certificate, though made by the person writing the application.

2. Where the insured warrants statements contained in the application to be true, an untrue statement is a breach of the warranty, and it is immaterial whether the insured did or did not know that it was untrue.

Bernard v. United Life Ass'n. New York City Court, June 3, 1894.

Note. It will be observed that this is a lower court decision. It is highly probable that the appellate court will modify this ruling. The

weight of authority is against such a conclusion.

By-Law—Disability—Occupation.

Held, that under a by-law of a fraternal society providing that should a member become permanently disabled from following his "usual or some other occupation," he should be entitled to half the amount of the certificate, a member who is disabled from following his usual employment is entitled to such portion of the benefit, though he is not disabled from following some other occupation.

Neil v. Order of United Friends. N. Y. S. C., June 14, 1894.

Misrepresentation in Application for Membership—Statutory Provision.

1. Where Sec. 3849 of the revised statutes, 1889, provides that no misrepresentation made in obtaining a life insurance policy shall render it void unless the misrepresentation contributes to the contingency on which the policy becomes due, does not apply to certificates on the assessment plan, under Art. 3, as that article provides that a company doing business under its provisions shall not be subject to any of the provisions of the general insurance law unless it is so declared in that article. Hence, a life insurance policy empowering the company's board of directors to levy assessments by special notice, is within the meaning of Rev. Stat. C. 89., Art. 4, relating to insurance on the assessment plan, though it further provides for certain fixed premiums.

Hanford v. Mass. Ben. Ass'n. Mo. S. C., June 18, 1894.

Carriers of Passengers—Tickets Issued by Connecting Lines—Refusal to Accept.

Where defendant railway company authorized another company to sell tickets for use over defendant's road, but, after this agreement had lasted for several years, it was revoked as to a certain class of tickets, though still in force as to others; no public notice of such revocation being given, and plaintiff having knowledge of, and relying on, the arrangement, as it has existed for several years, bought from the other company one of the tickets which it was no longer authorized to sell.

Held, In an action for damages resulting from expulsion that the defendant company was liable for its refusal to accept such ticket from plaintiff, and for her expulsion from its train.

Pittsburg, etc., Ry. Co. vs. Berryman. Ind. S. C., Feb. 24, 1894.



The September *Midland Monthly* (Des Moines) comes laden with good things. Elaine Goodale Eastman, the poet, whose career among the Indians is itself a romance, has an intensely interesting story, "A Hasty Conclusion." Director Sage, of the Weather Service, answers the conundrum, "Do battles bring rain?" Mr. McCowan's "Misunderstood Man" is Professor Herron, of Grinnell, whom Governor Crounse attacked at the Nebraska Chautauqua. "Cycling in the Rockies" will interest all cyclists and would-be cyclists. "A Typical Midland Convention" will interest all. Dozens of portraits and many fine views enrich the number.

The summaries of important articles that have just appeared in the principal periodicals of the world is edited with the usual skill, and the new books are classified and noticed with care and intelligence. The frontispiece of the number is a fine portrait of Li Hung Chang, the Chinese Prime Minister, and the number contains many other portraits of American and foreign celebrities. The department entitled "Current History in Caricature" is unusually full in this number, and includes a number of interesting and curious cartoons from European and Japanese artists, illustrative of the war in the East. Altogether the *Review of Reviews* is quite maintaining its indispensable character.

A new feature of the *Arena*, which appears in the September number, and one that will attract those who enjoy the light and airy literary essay, is Walter Blackburn Harte's *causerie*. It is written in that vein of humor which reminds the reader of the older English writers. With the soberest admixture of fantastic humor and seriousness, it treats of "Certain Satisfactions of Prejudice." The new series of papers is to be of a literary and social character, and will cover a wide range of subjects. It is to be a continuation of Harte's "In a Corner at Dodsley's" papers, which used to be a feature of the *New England Magazine*. It promises to be as

amusing, and will probably become quite popular.

There is more than the usual amount of adventure to attract the youthful readers to the *Nicholas* for September. Decatur and Somers as told in Miss Molly Elliot Seawell's serial, lead the American naval forces in the memorable storming of Tripoli. Edwin Fiske Kimball tells the thrilling story he took down from the lips of a Nantucket life-saver of "The Wreck of the 'Markham,'" and the rescue of the crew. Howard Pyle's sturdy hero meets for the first time the heroine who is, presumably, to play an important part in "Jack Ballister's Fortunes." Naturalist Hornaday describes the Walrus. C. T. Lummis has another of his Pueblo folk-lore stories, and Palmer Cox recounts the adventures of the beloved Brownies in Kentucky. There is a humorous story by Tudor Jenks, "Anthony and the Ancients," and poems by Oliver Herford, F. Oppen, Edith M. Thomas, and Mrs. Mary Mapes Dodge.

Millions of acres of land are lying idle in western Kansas and Nebraska, in Colorado, Wyoming, Utah, Nevada, Idaho, Montana, Arizona, New Mexico, and California, wanting only the magic touch of water to make them bloom into a flower garden and yet producing nothing but lean coyotes, sun dogs, and scenery. One million acres of land worth one dollar and twenty-five cents per acre or one million and two hundred and fifty thousand dollars, if watered, would bring eleven million two hundred and fifty thousand. According to the estimates of Maj. Powell, there are one million square miles of these lands which need only water to render them productive. Special Agent Hinton estimates that there are seventeen million acres of arid land which the general government could and should reclaim. If we can add seven million acres to our cultivable domain we shall increase our capacity for supporting a farming population as much as though we had absorbed one-third of the cultivated land of the

United Kingdom, or one-fifth of that of France, or one-fourth that of Germany, or all the cultivated land of Sweden, Norway and Greece put together.—*McClure's Magazine for September.*

Frederick Wilbert Stokes, who was a member of the first Peary Relief Expedition, gives a new idea of the charms of Arctic landscapes in a paper on "Color at the Far North," which he has written for the September number of *The Century*. Despite the desolation, he found, from an artistic standpoint, a land of beauty, with seas and skies of surpassing loveliness. The intensity and brilliance of color impress the beholder as something supernatural. Our sojourn was from the middle of July, through August, and a few days of September—a period when the polar latitudes are teeming with animal, insect, and plant life. Of this brief period only am I qualified to speak; but from the accounts given by those who have passed through the long, dreaded night season, the phenomena occurring in the heavens are most beautiful. The chief peculiarity of color at the North, so far as my short experience tells me, is that there are no semitones, the general effect being either very black or just the opposite, intensely brilliant and rich in color. In fact, a summer's midnight at the North has all the brilliance of our brightest noon, with the added intensity and richness of our most vivid sunset, while noon, when the sun is obscured by threatening masses of storm-clouds, is black. Indeed, it is the true land of "impressionism."

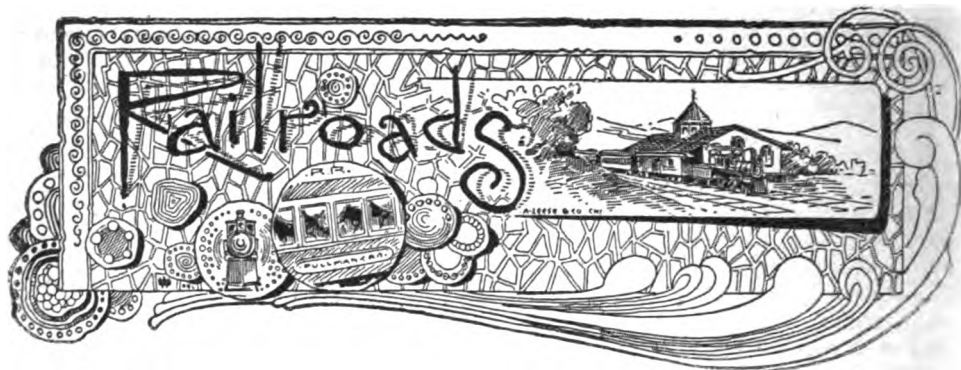
At some time or other in his life almost every islander seems to have followed the sea, the man who drives your buckboard may have been more than once to China, and it is extremely likely that the farmer who brings you your green peas has been tossed for many a week of hours in a crazy dory off the deadly Banks which cost us every year so many lives. In nearly every home there is some keepsake from far away lands, some tribute from arctic or tropical seas, and when at last an old captain makes up his mind to stay ashore it is certain that there will be something about his house to show his former calling—a pair of huge whale ribs on either side of the front door, flowers growing in shells that have held the murmur of the Indian Ocean, and instead of a cock or banner a model of some sort of a boat perched on the barn for a weather-vane. That a sailor man is a handy man is true the world over, but the Maine man seems to have a peculiar knack with wood, from the lumber camp to the cabinet-maker's bench, and many a carpenter working by the day will turn out a well finished

sideboard or an odd piece of artistic furniture from the roughest sort of pencil sketch. They are good smiths, too, and the best of their wrought-iron recalls the breadth and freedom of the early German and Italian work.—*From "Bar Harbor," by F. Marion Crawford, in the September Scribner.*

"A few days ago I met a friend bronzed and jolly. He had been fishing at Raritan Bay, and declared 'It was Great!' So it has been up the Hudson, in Barnegat Bay, and in fact at nearly every point famous in the past for bluefish, weakfish or bass. I could not help envying my friend, for alas, my time for such doings is not yet. To ease my sorrow I took a boat in the evening for Coney Island. Arrived there, I lingered mournfully upon the Old Iron Pier. A few men were moving to and fro, but I paid no attention to them, for my heart was away—anywhere where 'there's fishin'.' On a sudden I heard the whirr of a reel, and a man near me began to prance around. That fellow was actually milling with a big bass—and right under my nose! Then I pranced 'round, too. I did not know who the man was, but he knew how to play a heavy fish. To and fro the battle waged; the man was skillful and the fish game and strong. In my hand was a phantom rod, but I got my 'volts' up my imaginary line just the same. At last the net was lowered and *we landed him!*—I with my ghost tackle and the other fellow with the real tools. He took his big bass carefully to himself. I hugged my phantom captive and voyaged home at peace with all mankind—I'd been 'fishin', anyway!"—"Rod and Gun,"—*Outing for September.*

At Rest.

Shall I lie down to sleep and see no more
The splendid affluence of earth and sky;
The proud procession of the stars go by;
The white moon sway the sea and woo the shore;
The morning lark to the far heavens soar;
The nightingale with the soft dusk draw nigh;
The summer roses bud, and bloom, and die;
Will life and life's delight for me be o'er?
Nay! I shall be, in my low, silent home,
Of all Earth's gracious ministries aware:
Glad with the gladness of the risen day,
Or gently sad with sadness of the gloam,
Yet done with striving and foreclosed of care—
"At rest—at rest!"—what better thing to say?
—*Louise Chandler Moulton in the September Century.*



Attorney Ireland, of the San Antonio & Gulf Shore, recently made the statement that the money for the building of the road was in hand, that the construction force had been doubled, and that the entire work was under contract.

* * *

Ex-Governor Evans, of Denver, Colorado, is said to be working out the details of a railroad combination which will cover a large portion of the territory west of the Mississippi. As outlined by some of the daily papers the plan is to build a road from Julesburg in Colorado to O'Neill, Nebraska, some 240 miles, thereby furnishing ready connection for the Great Northern, Chicago, Milwaukee & St. Paul, Illinois Central and Union Pacific. The combination would be truly a great one covering the country from the lakes to Mexico and the Pacific, but its practicability remains to be determined. The interests thus sought to be brought together are in many respects conflicting, and anything more than an armed neutrality is hardly to be expected of them. At any rate it will require something more than mere rumor to convince the public of the consolidation.

* * *

England has been a trifle slow in accepting the electric railroad, but promises to take the lead in the use of other applications of that power. An electric parcels van and an omnibus were recently given trial trips in London and proved so successful that both have been running regularly since. These practical experiments have shown the vehicles to be under perfect control. They roll along over the pavements steadily and easily, avoiding all obstacles with greater certainty than is possible with horses, and making much better time. The expense attached is said to be but little more than half that of the ordinary vehicle in the same class. Power is furnished by two storage batteries carried under the seats, and the motor is in a box slung between the rear wheels,

to which it is applied. Should further experiments sustain the promise now made electricity will, doubtless, soon work another revolution in the street traffic of large cities.

* * *

The Lewis engine is as unique in construction as it is singular in movement. A full description is very properly withheld pending the completion of the working model, which is an indispensable preliminary in securing a patent. But we are permitted to give a few of its general and more promising features. It is rotary in motion, its motor is steam, but its steam is to be created in transitu by electricity. For which purpose dynamos of requisite capacity will be stored in the upper part in the rear end of the locomotive. In the upper part of the front end will be carried a condenser.

This will reduce the steam to water again and return it to the tank underneath, to be returned to the boilers by a pump, operated by a wind wheel carried in front of the engine. This arrangement obviates the necessity of delay en route to replenish the boiler. Thus, if found desirable, it can, without stop, run continuously as long and as far as there are rails for it to run on.

This anomalous machine is divested of all superfluous and disagreeable concomitants. It will have no fire, no smoke, no cinders, no sparks, no tender or stoker. It will have no piston rod, no dead centre, no crank, no cylinder, no cam rods or cut-off, thus minimizing friction.

The driving wheels are to be ten feet in diameter, covering thirty lineal feet of rail at each revolution. But its comparative superiority will be more readily comprehended by the statement that it has a leverage of two hundred and forty inches, while the best engines now in use have but forty-six inches.

This enormous advantage is the direct result of the continuous, unremitting, linear application of power, which gives it not only uniform progress, but startling speed. Its common jogging average will not be less than sixty miles an hour, while two hundred miles an hour will be easily within the limits of its capacity.

It seems chimerical to talk of riding from New York to Chicago in five hours, but this machine gives promise of its realization.—*Inter-Ocean*

Brother W. J. Wright, of Division No. 116, would be pleased to learn the present address of Brothers W. E. Jones and Isaac Owen.

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The Herald is the brightest and most readable of the Chicago dailies, and thoroughly deserves its enormous circulation, which is observable on every hand

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The 12th annual convention of the Roadmasters' Association of America was opened in Tammany Hall, New York City, on the 11th inst. There was a good attendance, and every prospect for a pleasant and profitable session.

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Readers of this magazine can obtain the *St. Paul Weekly Pioneer Press* from now until after election for 10 cents. Stamps accepted in payment. This is a great offer, and everyone should take advantage of it. Address *Weekly Pioneer Press*, St. Paul, Minn.

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Scarcely a week passes in which *The Chicago Herald* does not "scoop" its competitors on important news. Its Washington service is especially good, political appointments and movements being frequently foretold with marvelous accuracy.

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Brother Frank J. Boylan, secretary of 224, has been appointed yard master for the Wilmington & Northern at Wilmington, Del., the appointment taking effect Sept. 1. This promotion has been well won, and both Bro. Boylan and the company are to be congratulated thereon.

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Brother C. H. Jenks has been appointed superintendent of the Northern Division of the Great Northern, with headquarters at Grand Forks, N. D. Bro. Jenks was superintendent of the Montana Central until last January, and the ability shown by him in the conduct of that road won him his present position.

Brother O. O. Winter has been appointed superintendent of the Wilmar Division of the Great Northern, and will hereafter have his headquarters in Minneapolis. Bro. Winter has heretofore been superintendent of the Breckenridge Division of the same system, and will perform the duties of both positions for the present, at least.

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Traffic is reported as being heavier at this time than it was at the corresponding season last year, and the roads are not a little encouraged thereby.

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The world's tunnels are estimated to number about 1,142, with a total length of 514 miles. There are about 1,000 railroad tunnels, 90 canal tunnels, 40 conduit tunnels, and 12 subaqueous tunnels, having an aggregate length of about 350 miles, 70 miles, 85 miles, and 9 miles respectively.

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The fourth biennial convention of the B. of L. E., was opened at Harrisburg, Pa., on the 10th inst. The attendance was the largest in the history of the order, and it was expected that the deliberations would be productive of much good to the membership.

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Brother W. E. Wright, of Division No. 216, is anxious to learn the present address of Brother W. S. O'Brien, who was in Cartagena, South America, when last heard from. Anyone knowing the desired address will confer a favor by communicating with Brother Wright at 116 No. Wapello St., Ottumwa, Iowa.

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Brother H. Bridgman, of Division No. 222, was so unfortunate as to have his right foot run over while cutting off cars at Lemont, Ill., on the 17th of last August. Fortunately, while the injuries received were very painful, they will not necessitate the loss of the foot. All will join in hoping that Brother Bridgman may experience a speedy and complete recovery.

Division card No. 6826, the new issue, has been stolen from Brother J. B. Caine, of Division No. 363. It is reported that an expelled member of the B. of R. T. has been seen in the neighborhood with such a card, but its number could not be learned. All Brothers will please maintain a careful watch for this card, and send it in at once when found.

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We have reliable information that one F. Forrester, who is seeking courtesies of various kinds at the hands of members, is a fraud of the worst kind. When last heard of he was in Texas. He secured by fraud an old card for '94, bearing name of C. H. Loomis. The only safe way is to refuse to recognize *anyone* who presents one of these old cards, even though he may be well posted.

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On our advertising pages will be found Marburg Bros'. "Seal of North Carolina" tobacco. For those that must smoke, it is essential that they smoke the purest and best tobacco. This brand has been recommended to us as containing all the elements that enter into good, pure smoking tobacco. Its sales are enormous, and its growth and increased output will vouchsafe for both of these statements.

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The management of the "Erie" issued under date of August 1st, a circular "Card of Thanks" to their employes for their exertions during the late troubles, and their refusal to interrupt the operation of the road at the solicitation of the leaders of the boycott. It is pleasing to see a disposition to recognize faithful service, and it is to be hoped that the gratitude now felt by the management, will not be lost sight of, if at some time in the future those same faithful and loyal employes stand at the bar of their judgment seeking justice or possibly leniency.

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A recent Minneapolis dispatch says: "Commencing next Monday all Firemen on the 'Soo' railroad will be in the employ of the engineers of the road instead of the company, as has always been the case up to this time. The object sought to be obtained by this course is to improve the personnel of the firemen, to rid the service of any jealousies that have existed, and to make every engineer interested in securing the best possible class of men for firemen, and to make firemen loyal and efficient, for the reason their employment and promotion depend on the recommendation of the men for whom they are firing."

The Cleveland Baking Powder that we are advertising on our pages, is highly commended to us as a necessity in the household of the railroad man. Good bread and good pastry are vital to the strength and nerve of men who are taxed to their utmost during their laboring hours, and hence it behooves the housewife to supply to the husband and sons who are engaged in railroad work, such food as will create bone and sinew. Good cooking is the all essential, and good cooking is best produced by good material, hence the Cleveland Baking Powder is recommended as producing the surest and safest results in the culinary art. We take pleasure in commending to our readers anything that has proved so meritorious when subjected to the most exacting analysis, as the Cleveland's Baking Powder.

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Superintendent Maguire, of the Erie, recently brought out an invention which practical railroad men believe will prove almost invaluable in yard work. The following description of the device is given by an eye witness of its work:

The device is a hollow iron pole, inside of which a wooden rod rests upon a spring. This pole is attached to a switching engine just back of the pilot. The present manner of making up trains is to pull out the car desired and all coupled ahead of it and make the proper switches. By the new system the switch engine runs upon a track parallel to the one upon which the train to be sorted stands, instead of at the head. The pole is then set against the side of the lower car of the train and pushed with sufficient force to carry it down to the single track which connects with a series of tracks, each of which is set apart for certain classes of merchandise. Aside from the saving of time, which is seventy per cent. over the present style, the expense of handling is reduced to the same ratio. Another important feature is that brakemen have no coupling to do, only uncoupling while the train is at a stand-still. This has reduced the number of accidents down to zero.

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Slowly but surely the public are beginning to give due credit to Conductor Sullivan for the heroism he displayed in saving the train load of passengers in his charge at the time of the recent terrible forest fires in Minnesota. One of the passengers on that train gave him the following well-earned acknowledgement in the *Pioneer Press*:

A mistaken impression has got abroad that Conductor Sullivan, of the ill-fated limited, lost his senses during the mad backward chase of Engineer Root with the cyclonic flames. The impression was spread by some of the passengers on this train, that Sullivan became "rattled" and began rushing up and down through the cars like a wild man. The fact is, Sullivan was perfectly calm and collected, and rushed up and down the cars because he saw many of his passengers were crazed and were about to leap from the windows or do something else which meant certain and instantaneous destruction. These passengers were "rattled," and Sullivan was sensible, and remained sensible until long after he had passed through the terrible ordeal.

The poor fellow went through enough to make ten men crazy. It makes me mad to hear anyone find fault with the crew, and if you hear any of it, please tell them for me that they don't know what they're talking about. I don't believe that any living men could or would have done better, and but very few could have done as well.

It is reported that the New York, Susquehanna & Western railroad has adopted a new form of signal, the invention of A. C. Gordon, of Rochester. The theory of the system is not only to give the engineer warning of a train ahead, but to indicate to him the time that has elapsed since a given signal was passed. Each train sets the signal so as to display a red half-disc. This half-disc changes for half an hour gradually from red to white, and the relative proportions of the two colors displayed, show the engineer of the next train the time elapsed between the two trains.

The line which separates the white from the red, moves like the minute hand of a clock, and indicates by its angular position the time elapsed since the last train passed. After half an hour the half-disc is all white, and then the engineer knows that he is half an hour or more behind the preceding train. At night the signal is illuminated by the headlight of the locomotive. The successive signals indicate to the engineer of the following train whether he is gaining or losing on the forward train. The half-disc changes to full red each time a train passes.—*Elmira Telegram*.

The Clover.

Some sing of the lily and daisy and rose,
And the pansies and pinks that the summer time
throws

In the green, grassy lap of the medder that lays
Blinkin' up at the skies through the sunshiny
days;

But what is the lily and all of the rest
Of the flowers to a man with a heart in his
breast,

That has sipped, brimmin' full of the honey and
dew,

Of the sweet clover blossoms his boyhood knew?

I never set hevey on a clover field now,

Or fool round a stable or climb in a mow,

But my childhood comes back just as clear and
as plain

As the smell of the clover I'm sniffin' again;
And I wander away, in a barefooted dream,
Where I tangled my toes in the blossoms that
gleam

With the dew of the dawn of the morning of
love,

Ere it wept o'er the graves that I'm weeping
above.

And so I love clover. It seems like a part
Of the sacreddest sorrow and joy of my heart;
And whenever it blossoms, oh! there let me bow
And thank the good Lord as I'm thankin' Him
now,
And pray to Him still for the strength, when I
die,

To go out in the clover and tell it good-by,
And lovingly nestle my face in its bloom,
While my soul slips away on a breath of perfume.
—*James Whitcomb Riley*.

A True Difference.—Traveling in a second-class carriage, a gentleman had a small misunderstanding with a lady in reference to the opening of a window. "You don't appear to know the difference between second and third class," the lady said, cuttingly. "O, madam!" he replied, "I am an old railway traveler. I know all the class distinctions. In the first class the passengers behave rudely to the guard; in the third the guards behave rudely to the passengers; in the second (with a bow to his fellow passenger) the passengers behave rudely to each other.—*London Tit-Bits*.

The Wonders of the Sky.—The Professor (enthusiastically)—Ah! Miss Nomer! astronomy is a grand study. Look now, for instance, at Orion; yonder is Mars; over there is Jupiter, and that beautiful blue star is Sirius. Miss Nomer (deeply interested) — Oh, Professor! How wonderful! But, tell me, how did you astronomers ever find out the names of all those stars?—*Answers*.

A Doubt.—Minutes lengthened into hours and hours into days, but she came not.

Friends told him she was faithless. But, sitting in the midst of his lonely home, he hoped.

"She has eloped with another," they urged.

He shook his head.

"Perhaps——"

It was evident that he was arguing against his own sad convictions.

"——she is waiting for change somewhere."—*Detroit Tribune*.

In Mid Ocean.

Thou hast not here the limit of a shore;

No wing, no star, hints of a beating heart;

No sail, or near or far, thou seest more;

Alone, with two infinities, thou art.

—*Charlotte Fiske Bates in the September Century*.

Judge Whaley, of Madison, Tex., declined to hold a small boy who had been arrested for eating a dinner that had been sent to a schoolmate. No doubt the judge thought of the safe old axiom: It's a wise child that knows it's own fodder.—*Philadelphia Ledger*.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Sept. 1; Expires Nov. 30, 1894.

Assessment No. 285 is for death of A. B. Lawrence, Aug. 14, 1894.

Assessment No. 286 is for Expense, date Aug. 14, 1894.

BENEFITS PAID FROM JULY 21 TO AUG. 22, INCLUSIVE.

BEN. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
717	\$3,000	Death	R. C. Banks	Small Pox	235	C	69
718	1,000	Death	M. C. Dunn	Consumption	2416	A	8
719	2,000	Death	John Joseph	Shot	851	B	85
720	1,000	Death	J. L. Wood	Shot	3435	A	296
721	2,000	Death	H. W. Marsh	Accident	326	B	112
722	2,000	Death	C. H. Haselton	Hemorrhage	8	B	101
723	3,000	Death	G. B. Finley	Infl. of Bowels	62	C	185
724	2,000	Death	W. B. Usher	Cancer	12	B	276
725	3,000	Death	S. B. Tullis	Consumption	1578	C	74
726	3,000	Dis.	Wm. Lomassney	Loss of Leg	4117	C	176

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,908; Series B, 2,742; Series C, 4,758; Series D, 359; Series E, 87. Amount of assessment No. 285, \$26,537; No. 286, \$26,537; Total number of members 12,912.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to July 31, 1894.....\$1,672.119 20
 Received on Expense Assessments to July 31, 1894.....25,995.00
 Received on Applications, etc., to July 31, 1894.....27,684.44

\$1,725,798.64

Total amount of benefits paid to July 31, 1894.....\$1,644,804.00
 Total amount of expenses paid to July 31, 1894.....61,851.94
 Insurance cash on hand July 31, 1894.....19,142.70

\$1,725,798.64

EXPENSES PAID DURING JULY.

Incidental, \$15.44; Fees returned, \$8.00; Stationery and Printing, \$10.75; Legal, \$210.57; Salaries, \$380.00; Postage, \$131.00; Assessments returned, \$8.00; Total, \$763.76.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 281 to Aug. 20.....\$24,127.00
 Received on Assessment No. 282 to Aug. 20.....24,175.00
 Received on Assessment No. 283 to Aug. 20.....9,744.00
 Received on Assessment No. 284 to Aug. 20.....3,308.00

WM. P. DANIELS, Secretary.



Crasson.

Brother W. H. Crasson, of Division No. 157, died suddenly at his home in Middleboro, Mass., July 26th, aged forty-six years and six months, leaving a widow and eight children to mourn the loss of an affectionate husband and father. He was a charter member of Division No. 157, and one of its most consistent members. He had been in the employ of the Old Colony Railroad and Steamship Companies for twenty six years, and was one of the victims of the terrible Wollaston disaster in 1878, receiving injuries from which he suffered during the remainder of his life, although the immediate cause of his death is attributed to rheumatism of the heart. No death has occurred on the road for a long time causing more heart-felt sorrow. A whole-souled Brother, a genial friend, he held the unqualified respect of all who ever met him. He was buried on Sunday, July 29, Rev. Father O'Neil, a close friend of Brother Crasson, officiating. The pall bearers were Brothers Tower, Moriarty, Granger, Harrington and Washburn, of Division No. 157, and Fitzgerald, of Division No. 112. The floral decorations from the Order, from the associate conductors on the road, and from other friends, were many, and very beautiful.

Cretheway.

El Capitan Division loses another one of its members by the death of Brother Thos. Cretheway. Just how his death occurred, is only a matter of conjecture. He was running a freight train on the Coast Division, and left a small station near Gilroy at about 4 a. m., on the 13th inst. The supposition is that he was going over the top of the train to reach the caboose, and in climbing down on the last car, fell, and his left leg caught under the wheels and was cut off between the knee and ankle. So much loss of blood before being found and the removal to San Francisco, proved too much for his strength, and he passed away at 5 p. m., Aug. 13. The funeral was held in Stockton. He leaves a daughter about grown, and two sons aged about fourteen and eight years, and four brothers residing in that state.

Norton.

At a recent meeting of Division No. 114, resolutions were passed expressing the sorrow of

the members at the death of Wm. Norton, son of Brother D. Norton, aged sixteen years. While on a visit to his grandparents near Scottsdale, Pa., on August 1, he went into one of the neighboring coal mines, and was accidentally killed. The sympathy of the members is extended to his parents in their great loss.

Cutting.

At a recent meeting of Freeport Division No. 235, resolutions were adopted expressing the sorrow of the members at the death of Brother Charles E. Cutting, and their sympathy with the family thus deprived of a loving and devoted husband and father.

Winters.

At a regular meeting of Division No. 114, held August 19, 1894, resolutions were adopted expressing the sincere sympathy of the members with Brother H. G. Winters in the loss of his beloved wife, Josie U. Winters.

Dursse.

Brother Malvin Dursse, of Division No. 208, died at the home of his brother-in-law in Charleston, S. C., on August 16, after a long and painful illness. The *News and Courier* of that city, in its issue of the 17th, paid the following tribute to his memory: "Captain Dursse was just 27 years of age, and leaves a wife and one child. For five years Captain Dursse had been a conductor on the Charleston, Sumter & Northern Railroad. He had a large number of friends in this city and throughout the State, who will sincerely regret to learn of his untimely death. He was a man who commanded the entire respect of all who knew him. Captain Dursse was a member of the Order of Railway Conductors and of the Knights of Pythias. His funeral will take place at the Citadel Square Baptist Church this afternoon at 3 o'clock."

Rowe.

Katie, wife of Brother A. H. Rowe, of Division No. 12, was laid to rest August 24 last. Mrs. Rowe had been afflicted with consumption for four years, and had borne all the suffering incident to that dread disease, with true Christian fortitude. The bereaved husband and family will have the sympathy of all in their great sorrow.

OBITUARY.

Goggin.

On the night of August 23rd, Brother Richard Goggin, of Baraboo Division No. 68, was killed at Jefferson Junction while attempting to put some bums off his train as it was pulling out of the station. As soon as he was missed the train was stopped, and search was made for him. He was found about a quarter of a mile west of Jefferson Junction, lying beside the track in an unconscious condition, and a terrible gash cut on the back of his head. He was at once taken to Madison, where medical aid was summoned, but he was found to be beyond help, and died in about two hours after arrival. An inquest was held, but the jury did not agree as to the manner in which he met his death, so it was postponed until Monday, when a verdict of murder was returned. His remains were taken to Union Centre, his old home, and buried the Sunday following. Brother Goggin was an industrious young man of good habits and pleasant disposition, and was well liked by all who knew him. He was a loyal member of our Order, and will be greatly missed. Baraboo Division No. 68 extend their greatest sympathy to the aged parents, brothers and sisters who are called upon to mourn his loss.

Connelly.

Charlotte Division No. 221 mourns the death of Brother J. B. Connelly, which occurred at Lenoir, N. C., on June 28th last. Brother Connelly's death was peculiarly sad. He was taken with typhoid fever, and passed away after only a few days' sickness. He was the youngest member of Division No. 221, and was a very enthusiastic worker. He never married, as he had a mother and sisters dependent upon him for support, and was a most exemplary son. Thus has passed away one who was the pride, solace and support of an aged mother, and an honor to the Order of Railway Conductors.

Van Vleit.

The members of Division No. 235 have been called upon to mourn the loss of a true Brother and friend in Brother T. Van Vleit, who passed to his final reward on Aug. 19 last. Brother Van Vleit left two daughters, to whom will be extended the sympathy of the entire Order in their bereavement.

Boylan.

Brother Robert E. Boylan, Chief Conductor of Division No. 224, and yardmaster for the Wilmington & Northern road, was found dead

in bed at his home at Wilmington, Del., on the night of Wednesday, August 22 last. Deceased had left his home on the Thursday before for a week's vacation, but returned Sunday night without informing his friends. The last seen of him alive was on Monday when he said he was going home to get some sleep after his all night ride. There was no one in the house at the time, and the supposition is that death from heart disease must have followed speedily upon his retirement, the indications all pointing to that conclusion when the body was discovered by his brother two days after. Brother Boylan leaves three small children, now doubly orphaned, as their mother died some six months ago. In his death Division No. 224 and the Order lose a faithful and zealous member, and his children a loving and indulgent father. The heartfelt sympathy of all will go out to the bereaved ones in their hour of supreme sorrow.

Nelson.

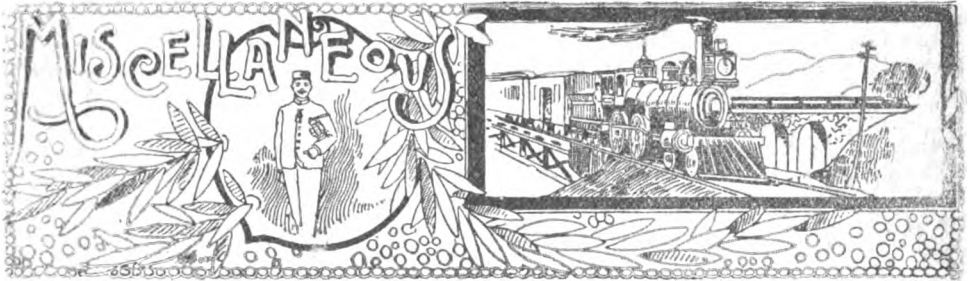
Brother James F. Nelson, of Division No. 123, was foully murdered by a drunken negro passenger while in charge of an excursion train on the Brunswick & Western road near Nahunta, Ga., July 22 last. According to the testimony of eye witnesses, before the train arrived at Nahunta the negroes had a row, and knives and pistols were drawn. There was great apprehension of bloodshed, when Brother Nelson stepped into the midst of the rioters. He asked them to keep quiet and make friends. Tom Johnson, who led the row, replied that he would see that peace was restored immediately. During this conversation pistols and knives were waved in the air, and several shots were fired. When Brother Nelson started to leave the car and enter another coach, Johnson shot him in the back, causing almost instant death. The murdered man was quickly surrounded by some of the most peaceful passengers, but their efforts were of no avail, as life was extinct. Johnson stopped the train by pulling the bell cord, and escaped in the confusion. His cowardly and unprovoked murder created great excitement throughout the state, and large rewards were offered for his capture, but at the last account he was still unpunished. Brother Nelson had but just returned from spending a vacation with his family at St. Simons. He was exceedingly popular wherever known, being an upright citizen, a capable official, a genial companion and a loyal member of the Order. His tragic death was an especially heavy blow to his devoted wife, and to her will be extended the sympathy of all.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, OCT., 1894.

NO. 10.



CONTRIBUTED.

A PLEASANT JAUNT.

BY FRANK A. MYERS.

Mrs. Charles Bentley had just returned from a swing around the circle with the ticket agents and their wives, and she told her friends all about it. She is a vivacious, canty, jolly, humorous little body, and she told her story with many hearty laughs and a few comic nods and winks. It was really spicy to hear her. Then she is a pretty brunette. Her sweet, gurgling laughter and peculiar individuality cropping out through her energetic talk makes it impossible to transcribe her animated tale anything like she told it.

Her "hubby" thinks there's nobody like Mame, and Mame thinks there's nobody like Charley. Their lives are living romances.

"O," she said, when enlarging on the many good qualities of Charley, "O, we never spoon—no-o-o! We don't know how—in a crowd. Why, I wouldn't swap Charley off for any other man that goes in tanned leather—fact!"

And thus she glibly rattled on. And some way you liked to hear the sweet, lively thing. You couldn't help it.

Now Charley was a ticket agent way down in New Mexico, and that is how they came to go on a pleasure jaunt this summer around through Arizona, California, Nevada, Utah, Colorado, and home again.

And this is her story:

"You see, it was a trip by the agents and their wives. We were the guests of the railroads, and we had, O, such a splendid time—better than peaches and cream. Our railroad fare was all

free, but still we spent about two hundred dollars. We couldn't afford it; but still it all went. What was the dif.? Charley said he did not begrudge it, and would not take it back if he could. Nobody but me and Charley, you see, and we might as well spend it and let others have it as not. It's gone now, but we had our pleasure out of it. It's all right.

"We set out from home—a whole crowd of us—and swung around the circle, joy with us everywhere. We left everything behind, forgot everything—wanted to—and if we didn't have a time—O, my! Never will forget it the longest day I live. It was an unusual trip—all the agents of the Western Association. The railroads did the entertaining in royal style—furnished us sleepers and dining cars, but for these luxuries we had to pay extra, of course. And wherever we went the mayors of the cities threw open wide the gates and gave us the freedom of the town—whatever that was. That was what they said, anyway. It was all right, of course, because they said it. These city magistrates made great speeches sometimes to us, welcoming us to their towns, and treating us as specially honored guests. Whenever they spoke we all cheered at the proper time, and made the speaker feel good. That was right. Why not? And they made us feel we were 'some,' too. Taffy for two, you see. We gave as good as was sent.

"As we proceeded through the 'picturesque' scenery of New Mexico and Arizona, feasting our

home-tired eyes and telling everybody to look here at this and there at that, to look at that mountain and again at the deep gorge below, to look at the virgin lands and at the green growing vegetation, to look at the humming young towns and at the great ranches, new persons were added to our number. O, it was great fun—fun alive—to hear some of these tenderfeet pronounce some of these jaw-breaking Spanish names. It reminded us so much of ourselves when we first came to New Mexico. These tenderfeet would look out and read the name of the station and then try to pronounce it. They would spell, for instance, A-l (al) b-u (bu) q-u-e-r-q-u-e (querk), Al-bu-querk, instead of Al-bu-quer-que; or they would spell out painfully, B-e-r (ber) n-a (na) l-i-l (lil) l-o (lo) and pronounce it that way. They couldn't get the right twist on the tongue. And then we would all double up. O, my! It was so funny to hear them.

"When we got to Los Angeles the California contingent met us with sleepers and dining cars, and they had fruits and flowers for the ladies, and wines and cigars for the gents—all California productions. And they were fine—oom! um! It was so nice in them. O, California is a great place, a regular paradise, finer than silk. No, you needn't look so, I didn't touch the wine. It's not modest for a lady to drink in public.

"The Californians toasted us when they joined us. And don't you think, my crowd began to cheer and stamp their feet and call on me for a speech, and they would not quit. I sat perfectly still for a long time, and still they called for me to respond. Charley said:

" 'I guess you'll have to try it.'

" 'Me!'

" 'Yes, you.'

"He smiled just like he thought I couldn't, but wanted to awful bad. At last I jumped up on a box, helped by Charley, and then there was a deafening roar of applause throughout the whole length and breadth of the depot platform. I coolly waited till it died down, and then I said my say in response, thanking them for their generous reception and cordial hospitality. I did it pretty well for an 'old gal.' Charley thought I couldn't speak, though he joined in the cry for a speech with the rest. And I speeched. When I quit there was a long howl from the jolly mob. After the mayor had welcomed us to Los Angeles, we went to the Santa Catalina islands. Everything was prepared to take us. It was such a pleasant trip—and so much to be seen, so new and so rare. If ever you go to the coast you must not forget to take in the Santa Catalina islands. The ocean ride was just splendid.

"Then we went three hundred strong to Oakland and Sacramento, and there we had a perfectly lovely time—better than two kittens playing. We all felt at home wherever we went—there were so many of us, and all out for a time. And if we didn't have it, I don't know. Great masses of people flocked out to see us, just as if we were wild Indians. And I expect we were a little wild. I've no doubt they thought so.

"O, I can't tell you the half we saw—scenery to right of us, scenery to left of us, scenery in front of us, scenery behind us—but it didn't volley and thunder. It lay calm and serene, beguiling our eyes and filling our hearts. There were the sleepy old mountains, fringing the distant, smoky horizon like the battlements of heaven; there were the lazy, green valleys, across which we stole, and they seemed to smile out of one corner of the eye at us; there were the ancient green pines studding the mountain-side like masses of human creatures in worshipful attitude; there were the great, brown overhanging rocks, threatening to crush us to death for our venturesomeness; there were purling, babbling mountain streams flashing silvery rays in the glinting sunlight; there were beautiful wild flowers in abundance, decking the fair prospect as if they had been sent down from heaven on purpose to gladden us; there were green smiling fields of plenty that grew at the magic touch of the plow, there were comfortable dwellings and well filled barns dotting the wonderful land everywhere like various sized specks of white light; there were bustling towns all along, significant of industry and thrift; there were the works of men and God so blended that they presented a cheering picture to the eye; there were gorgeous sunsets where the great, round, red old sun seemed to nestle down alone among the buttes for a solid night's sleep. there were glorious sunrises empurpling the far-away, dreamy mountains, and arousing the valleys to activity, just as it has always done, as it did in the days of old Rome; there were herds of grazing cattle on the grand stretch of view so far off that they looked no larger than ants; there were blue skies covering the landscape like a great inverted saucer and just as pretty as the over-drawn skies of sunny Italy and just as 'soft and poetical; there were men and women everywhere—had actually taken possession of the whole earth like roaches in a hotel or grass in the yard.

"Ha, ha, ha! and now I'm reminded of a funny story told by Mr. Stephenson, one of our 'mess,' as we called our set. By the way, he was from the east. Well, he said he had a friend once who was guilty of the sin of writing a poem (God forgive him!) One evening, Mr. Stephen-

son said, he and his poetical friend were walking along the street, when his poetical friend chanced to see something, something, he didn't recollect what, that reminded him of his young, fresh-born poem.

"'Say, Mr. S.,' said the would-be poet, 'did you know I had written a very clever poem?'"

"'No, sir; I did not.'"

"'Would you like to hear me recite it?'"

"'Oh, yes.' What else could he say—to a friend.

"Then the poet began to recite his wooings of the muse, and Mr. Stephenson began to walk a little more rapidly. As the poet continued Mr. S. increased his pace, and finally, when the villain kept right at his ear and poured out his effusion with breath-heavy, guttural accents, in spite of all, Mr. S. began to run.

"'Excuse me, but I just remember that I forgot my key in the side-door, and there are thieves around,' said Mr. S.

"Then he got down to a dead run, and the man whose 'thoughts lightly turned to poetry in the gentle spring-time' pursued him and never ceased in the delivery of his 'pome,' as he called it, until Mr. S. had entered his own gate and closed it against him—a portcullis to his castle. We all laughed ourselves hoarse at this, and the man whose 'thoughts lightly turn to poetry in the gentle spring-time' was never forgotten throughout the whole trip.

"Then, we enjoyed the balmy ozone—you know what that is—of Ogden and the great Salt Lake City that Brigham Young and his followers founded. Denver is a city that spreads out and climbs all over the rocks and hills, and, unlike Helena, will not be cramped and smothered in the Last Chance Gulch. At Denver we saw a man whose legs were off at the knees, and the poor fellow hobbled around with leather pads on to keep him off the ground. At Colorado Springs we saw a graveyard. Now, there is nothing peculiar or connected between these two things, and would never have been thought of again, perhaps, if it had not been for Mr. Stephenson, the funny man of our mess. Said he:

"'Here's where I would live, if I were going to settle in the wild, woolly west.'"

"'Why?' I asked, in unfeigned simplicity.

"'Because people die here. At Denver they simply wear out. Didn't we see a man worn off to the knees? Hookoo, I wouldn't live in Denver if they gave me the whole town with a potato patch on the outside thrown in to boot.'"

"So Mr. Stephenson made fun for us all the way.

"We ascended Pike's Peak, that noted earth-

spire, by the cog-wheel route. By a nine-miles route we went up a little over seven thousand, five hundred feet, over rock-rails by means of cogs under the 'en-jine,' a humpy thing that snorted and sneezed and steamed. With a shout and a hoora the lively tourists started up the incline, and we soon swept through the canon and past the funny shaped rocks and stones, right on up past Cameron's Cone, whose tapering height was seen in the distance, past the pretty Minnehaha Falls, whose Falling waters tremble like living substance, and up to the solemnly sentimental Half-Way house, that never cracked a smile in its life, where we stopped a few minutes. Yes, they ran out of names in naming every stone, and step, and point, and open, and pine, and rock, and waterfall, and so they copied after New York and have a Hell Gate. They must name everything or it would not sound big enough to catch the eye-weary traveler, and besides, the thing seems bigger and sounds more important when it has been solemnly christened with a name. Well, Hell Gate is there and a verdant park called Ruxton Park, covered with pine and aspen and stone. Away across there stands the smooth, round-headed Bald Mountain, and over there is the castle-like Sheep Rock, and here is Lion Gulch—mercy on us, what a list of names! Now we catch a view of 'the majestic and imposing proportions of historical old Pike's Peak, the father of Manitou,' the first grand, bursting view we had. But we do not stop, nor does old Pike's Peak bow the knee before us. Soon we are at Timber Line, then swing by Windy Point and on up into the Saddle, where we get a superb sight of the Garden of the Gods far below. Finally we reach the top, the summit, the upper terminal, the old government signal station on the hardy old peak. Now, you needn't expect me to go into raptures and weary you with 'impressions' and 'descriptions' and sentimental nonsense and call 'art' to my assistance to picture to your soul, 'unaided by the sense of sight, the unapproachable magnificence and magnitude of the view that now greets the bewildered eye.' Goodness, I can't tell you about it. It was just like a map unrolled before you with paints of different color on it—all around, right and left and front. The beautiful picture was bounded only by the azure blue in the obscure distance—a picture so large and grand that all landscape paintings look like mere child's play—mere mockery. Behind you, where the sun sets, innumerable snow-capped peaks kiss the vaulted, timid, retreating heavens in their earnest wooing, and remind you of the strong masculine love of Pygmalion. Gold, gold, gold beneath

them, air and infinite space above, down yonder 'the busy haunts of men'—God in and through all. In the strong sunlight, however, the distant trees, and roads, and streams, and peaks—lose, to a certain degree, their variegated colors and individuality. But it is a tranquilizing scene, with a mystic minor note in it that rises above the swell and general harmony of the whole volume of music and crowns it all like a star. Blurr here, gorge there, pines yonder, distance in front, snow-tips behind, color below, majesty supreme everywhere—that is all I can tell you of Pike's Peak. And this is just a little cross-section out of the great panorama of scenery that continually passed before our eyes on this never-to-be-forgotten jaunt. To me it was like the morning of youth; mellow, hopeful, pleasant, abounding, glorious—glorifying me. I may be allowed to say here as a solemn sentiment, that old people admire the youthful morning, and young people love the soft, mellow eve.

"On the way to Denver—we all by this time, in our close mixing together, all the time in the car, had got very familiar with each other—we had lots of fun. Once Charley 'kindah' forgot and be 'hollered' across to me like this:

"'Pud; O, Pud.'

"That's what he calls me behind closed doors at home for sweet, you know.

"'Yes, Charley,' I answered. Everybody looked up at Charley and smiled. They all understood. But the mischievous Mr. Stephenson asked, with knit, serious brow, looking straight at Charley:

"'What do you mean by *pud*?'"

"'I was calling Mame.' Charley never looked up. He knew.

"'Well, I'm relieved,' Mr. S. said, bringing a manufactured light back into his face and eyes to verify his words; 'I was afraid you were hungry, and in your starving ravings were calling for some pudding of some sort or other.'

With a slow, peculiar, understanding wink, but as sober as a judge, Charley answered:

"'I was.'

"'I wanted to go right over and kiss him for that, but we never kiss for public effect only—perform gloriously before the foot-lights and fight like cats and dogs in the greenhouse—hookoooh—no. Everybody screamed and doubled up. Oom-m-m! I should say we did have jolly good times all along.

"Well, we were closing in on our journey. It is a very original remark to say all things must end, pleasure and sorrow, life and day, tea and gingerbread. Mr. Stephenson insisted that I go on east with him and his wife and prolong my

journey and visit, as I seemed to enjoy it so well. He said we had no children to look after or love or spank, and that 'Charles' could play the widower very successfully for a little while, only a little while, a month or two, and that I *must* go with them. Charley said I could go if I wanted to, and I could see in his eyes that he wanted me to go. That decided me; I would do anything for him, even though I did not want to. So I said I'd go. Both Mr. and Mrs. Stephenson laughed, when I said I'd go, like a feather was tickling them in the throat so glad were they. I hated awful bad to leave Charley, and did not see how I could tear myself away from him, but I resolved I'd go, if I took the homesickness and died.

"All things were arranged; my ticket had been bought, my trunk checked, and we stood on the platform in the light of the fast-sinking sun, awaiting the sleeper.

"'Pud, I hope you'll have a nice time,' said Charley.

"'And I hope you'll have a lovely time,' I said.

"'Why, Pud?'

"'Cause.'

"'Don't you want to go?' he asked.

"'O, yes,' I said quickly, just as if I were afraid he'd object. He thought I was like most of my sex who like to gad about and be on the go—go—go—all the time; restless as if home was a dismal dungeon or forbidding asylum.

"The sleeper came up and we all hustled out to take our berths.

"'Right after me,' said Mr. Stephenson, leading the way through the crowd, mingling this way and that, like an agitated nest of ants; follow me,' he insisted, and we followed.

"'These are your sections,' said the conductor, as he looked at our tickets and pointed to adjoining sections on one side of the coach.

"'All right, sir,' said Mr. S., depositing a grip on the floor—a grip that held trifles, but which he clung to as if life and death depended on it.

"Then we all sat down; Charley and I vis-a-vis to Mr. and Mrs. S. Charley and I were going to have a little smothered word together before we parted, just as if we were at home alone. We were, you know—in imagination.

"'I'm glad you're going,' said Charley. 'It'll be such a nice trip. And it'll not be so *very* long.' I noticed the way he said the word '*very*.' It sortah—you know what '*sortah*' means—ran through me and left a hole.

"'N—n—n—o—o—o! Not *very* long,' I said, my face as long as a fence-rail. I tell you some way I felt like I'd been sent for and couldn't

come—that's the way I felt. I don't know—I couldn't help it for the life of me.

"I can get along at home very nicely, and you'll have such a nice trip." It was nice in him to say all this, but he said 'alone' about himself, while I would be gay and happy. Now, that was all he knew about it.

"I suppose I will have a very nice time," I said, putting a deal of stress on the word 'will,' but Charley didn't seem to notice it, nor pay any attention to what I was trying to tell him without telling him, you know. Men are so stupid—when they want to be—especially when you are trying to tell them something by spirit and not by words—they just won't understand.

"Charley looked out the window unconcernedly, I thought. I couldn't make him out. I was studying his feelings then, awful hard, but I couldn't read them any more than I can read Greek or Sanscrit—not a bit. I wanted to know just exactly what he thought about my going. I knew very well what I thought.

"Yes, Pud," he said to an imaginary creature outside the window, but loud enough for me to overhear, "Yes, Pud, you'll see the East, a place I've always longed to see, and hope to, some day, and when you get back you can tell me all about it. That will be something worth hearing from you."

"But—but—I—I—don't want to go," said I, saying the last words very fast and very loud. In fact I said them between my hands and amid a shower of tears. I broke down, could stand it no longer, and covering my face with my hands and throwing my head down on my knees, I boohooed right out and said I didn't want to go. I don't know how Charley looked, but I can imagine. I was desperate, and didn't care what anybody thought. I was going simply to please Charley, not myself. And when it came to the pinch, I couldn't go even to please him.

"Why! Pud! Pud! What! You?" I heard Charley say.

"Why, what in the world?" exclaimed Mr. Stephenson.

"Poor girl, don't cry," said the sentimental-hearted Mrs. Stephenson.

"Too bad, to have her feel that we were forcing her to go," said Mr. S., serious for once.

"I raised up, great big tears chasing each other over my cheeks. I know I looked like a fright. But it was a desperate case with me.

"Charley, I'm not going, whether you want me or not."

"Well, Pud," he said, his eyes as big as full moons, "if you don't want to go you don't have to. I hated to have you go, but I consented for your pleasure."

"Why didn't you say so before?" I asked, amid smiles and tears.

"I didn't know how I could get along without you, but I was willing to do anything for you."

"I jumped up and kissed Charley right spang in the mouth. I couldn't help it.

"We were reconciled. I found out what he thought at last.

"We bid Mr. and Mrs. Stephenson good-by, and a gladder person never lived than I when we got out of that hateful old sleeper. I'm glad I didn't go.

"Soon after we got home we got a letter from Mr. Stephenson saying they got home all O. K., but they were robbed of the pleasure they expected from my company there.

"So I kept house for Charley instead of going East. I tell you I am a wonderful housekeeper—with my mouth; that is, to hear me tell it.

"Charley and I are happy, and nearly every evening we talk of our pleasant jaunt and tell of the funny things that happened. It was a great trip."

THE MYSTERIOUS FOREST.

A SOCIAL ALLEGORY.

BY H. P. FREEBLES.

CHAPTER XIV—CONTINUED.

Socialist looked inquiringly at his companion, and then with the air and expression of one who had finally settled a vexed question, he unbuckled his pack, allowed it to slip to the ground, and seating himself upon it beckoned his friend to sit beside him. The other obeyed in silence. For the past hour he had noticed that Socialist appeared strangely embarrassed, had been silent

and thoughtful, and several times had apparently checked himself when on the point of speaking.

Socialist looked steadily in the face of his companion as he said: "Before leaving this place I have a proposal to make. From what we saw in the park it is evident that the Giant has but a slight knowledge of his own strength. He voluntarily hugs to his bosom the chains of ignorance, and competition, not seeing in his strange blir-

ness that the chain of poverty of which he complains the most bitterly, is but a continuation of the same iron links; and with the first two broken the others would fall to pieces. Let us work together; let us together seek the Giant and—"

The sentence remained incomplete, for Christian rose hastily from his seat and grasped the hands of his companion, as he said with a voice that trembled with emotion: "The same request has been on my lips for hours. Yes, yes; let us work together. Let—"

"This hour marks the beginning of the end, from this hour the dark forest will wither and decay, and from this hour the Giant may hope for deliverance."

The words seemed to come from the air above them, and started a thousand echoes that reverberated through the forest from every side.

A second later there was a rustling among the leaves and branches, and a tall, upright manly form stood before them. "True Interpretation," simultaneously burst from the lips of both. They recognized him instinctively, although no resemblance could be traced between the youthful countenance that fairly shone from the brightness of the smile that glowed in every feature, and the strange old, yet young face of their former guide. The black serge gown was gone and with it the air of cringing cynicism, and the furtive piercing glance that had irritated the recipient was exchanged for a frank and open air.

Before they could recover from the surprise, or frame words of welcome or inquiry, the visitor grasped a hand of each and clasped them together as he said: "This is the hour for which I have waited through centuries, when sincere religious belief joins hands with that innate sense of justice that demands industrial reform, a moral force is created that nothing human can resist, and no power under heaven can destroy."

"I have watched Christians peer timidly into the dark recesses of the untrodden forest. I have seen some take a few steps from the beaten paths, but they soon withdrew with the words, 'This is the work of the Lord, we must wait his good time and pleasure.' When I appeared before them to ask, 'Why not attempt to do the work of the Lord?' and offered my assistance, they drove me away as an emissary of Satan."

A new light seemed to shine from the eyes of the speaker; not only was his face wreathed in smiles, but an indescribable air of happiness, of heartfelt joy, shone from his countenance like a halo of brightness.

This hour marks the birth of CHRISTIAN SOCIALISM; a living spade that is in the hands of sincere men will shovel from the roots of

christianity the dead ashes of creed, dogma and theology that bigotry, fanaticism and ignorance have heaped upon them to choke the growth of truth.

And from these ever living roots will spring a new christianity. Not like the old, a shapeless decaying trunk among whose leafless branches stands the priest to shout, "This is the way to heaven;" but a massive shade under which men shall rest in peace and hail the passer with the cry, "Come with us, and learn how to live."

Reader, the writer of fiction prepares the first chapter and the succeeding ones for their bearings upon the last, and shapes the whole; the recorder of actual events can find no proper end, and has no place to write the word, *finis*. If he moralizes on the acts of a day, the doings of the next may make a farce of his logic or upset his legitimate conclusions.

I need only add that the return journey was uneventful and devoid of incidents worthy of recording.

If you be the man of intelligence and observation, that I account you (seeing that you have read these chronicles), you most certainly know that both Socialist and Christian are devoting their lives and energies to the work before them, endeavoring to arouse the long suffering Giant from his strange lethargy and indifference, and are teaching the inhabitants of the world the proper and the only way to remove the dark, mysterious forest that casts its baneful shadow over all civilization.

Socialist has become apparently ubiquitous; you may meet him at any street corner, see him at any public assemblage, and hear the thunder of his eloquence from any platform. Newspaper, magazine and review discuss his doings, occasionally with faint praise, but more frequently with bitter denunciation.

Christian is sometimes heard in the pulpit, but almost invariably when his discourse is finished, he is hurried before an ecclesiastical court and tried for heresy, found guilty and cast out of the inner sanctuary. Happily this never interrupts his labors, and he only complains of the time lost by others in these formal trials.

As in a former chapter a brief account was given of the aftercourse of Onetax, a few words may satisfy the curiosity of the reader concerning another character that figured prominently in these pages.

Revolutionary Anarchist returned safely from his adventures in the forest with physical health unimpaired, and seemingly more determined than before the journey to destroy existing condi-

tions by violence and blast, as by a lightning stroke, the present stage of civilization.

On the return of Socialist he made overtures for a friendly alliance that they might work together to clear away the forest and free the imprisoned Giant; but being received somewhat coldly, his manner changed and he denounced Socialist most bitterly. He has even hinted that the two travelers were responsible for the death of his brother, and claims that if all the circumstances were known, the world would hold them guilty. Against Christian he is especially bitter, and finds it difficult to discover words to show the depths of his hatred and detestation for his character. He is the modern "Timon;" possessing naturally a nature noble and candid, with an innate hatred of shams and all forms of injustice; but misrepresentation and slander soured the milk of human kindness in his breast. He denounces the individual for the sins of a false system, and in his anxiety for vengeance is willing to sacrifice the innocent that the guilty may not escape.

* * * * *

Dearly beloved reader, believe me, if you have had the patience to read understandingly these chronicles, these words are all too weak to express my regard for your character and my admiration for your judgment.

So great is my confidence of your honor that I have determined to confide in your keeping a

weighty secret, and I straightway charge you that you go and tell no man.

Know, then: I have formulated, planned, arranged, compiled, (everything but written) a sequel to this most true chronicle! In it is set down clearly and distinctly, not only how the mysterious forest was fully explored, but how it was forever abolished; not only how the Giant was aroused from his strange state of ignorance and indifference, but how he cast aside his chains, tore down his stone cell, laughed his former oppressors to scorn, and enjoyed in perfect peace the shade trees and flowers of his own planting; rested in heartfelt content by the murmuring fountains and pleasure grounds of his creation, while he ate with joy and gladness from the vine of his own cultivation.

For on mine honor I assure you these and many other strange events came to pass in due and proper season. In order that you may know the book containing these weighty events, look on the title page for these words: "The Mysterious Forest, Explored and Destroyed."

Now, reader, farewell; that the pathway of your life may not be through the desolate wastes of the dark forest, that its gloomy shadow may not darken your dwelling to shut out the light of the living truth; and that you may not wear the center chain of indifference and ignorance which binds all the iron links that afflict humanity, is the parting wish of the author.

THE END.

FALSE SOCIAL AND ECONOMIC REMEDIES.

BY W. H. STUART.

The last census has disclosed the startling fact, that less than three per cent of the population of this country practically own and control the nation's wealth. If a vote were taken to-morrow as to the best means of reversing so unjust a distribution of the national wealth, a majority of the votes would decide in favor of either "free trade" or "protection" as a solution of the problem, while a large vote would be cast in favor of an increase in the circulating medium to, say, \$50 per capita, issued directly to the people without the intervention of national banks, and the free and unlimited coinage of silver at the ratio of 16 to 1. This, with government loans at a low rate of interest, would be urged as a complete solution of the economic problem. A smaller number would vote for "prohibition," on the ground that poverty is the direct result of the use of intoxicants, and that the prohibition of their sale must precede

any other plan for the betterment of social conditions. A still smaller number would declare positively that the present unjust and unequal distribution of wealth may be traced directly to the private ownership of land, by which the owners are enabled to absorb all the product of labor above a bare subsistence to the laborer; that were land and natural resources opened to all upon equal terms, by the adoption of the single-tax, involuntary poverty would be impossible.

I propose to consider briefly, as may be those various "panaceas" for our social ills, from the standpoint of the socialist.

Before being able to do so intelligently, however, we must take a rapid glance at the basis upon which our present industrial system rests. We are living under what we call the "competitive" or "free contract" system. Under th:

system two classes confront each other. Under the control and in possession of one class, the capitalists, the three per cent of the population, are all instruments and means for the production of wealth; all the factories and manufacturing establishments filled up with costly labor displacing machinery. The railroads, the telegraph and telephone lines, the street railways, the gas works, the electric light plants, and all valuable urban land, besides millions of acres of agricultural land. In a word, all the means for the production, exchange and distribution of wealth. On the other side are the great body of producers who have nothing but their labor power to sell, and whose existence depends upon their ability to sell it quickly lest they starve. Being divorced from the tools of production, they are forced to offer their labor as a "commodity" to the capitalists. Under such conditions it is inevitable that competition among the workers for the privilege of access to the means of production, will keep wages down to the life line, the subsistence point, according to the standard of living of the time and country.

This "standard of living" varies. In this country it requires an average wage of \$1.15 per day to maintain it, in England about 90 cents, in Germany and France something less, in Italy 25 to 50 cents, while in India and China the commodity "labor" can be purchased for 10 cents per day. Given an abundance of labor, and "wages" under a system of free competition, will never permanently exceed the sum necessary to maintain this standard of living.

Labor produces all wealth, and "wages" is the least portion of the product that the laborer will consent to receive as his share for producing it. The difference between the part of the product represented by "wages" and the value of the entire product is absorbed by the capitalist class in the shape of rent, interest and profits. Interest and rent is a tribute the capitalist class is enabled to levy solely through the possession of the means and instruments of production—land and capital. Neither the capitalist nor the land owner, as such, produce anything, they are mere parasites on the body politic. The "capital," for the use of which the capitalists demand "wages" for their assistance in "production," is itself the product of labor, and in the hands of the capitalists represents merely accumulated unpaid labor.

To test the adequacy of proposed "panaceas" it is important that we understand thoroughly what is known as the "iron law" of wages. It means that under a competitive system of production, no matter what improvements may take place in productive processes through the

advancement of science, art, inventions technical skill, intensity of labor or increased hours of labor, the increase in wealth effected by the minute sub-division of labor; the introduction of labor saving machinery, labor does not share only to a slight degree. Even admitting that the condition of the working class has improved, it is, nevertheless, true, that relatively to the increased product brought about by the means enumerated, a continually diminishing portion goes to labor. But we are not obliged to admit that the condition of labor has improved; Prof. J. E. Thorald Rogers, and there is no better authority, assures us in his "Work and Wages," that: "the 15th century was the golden age for the English workingman, measured by his abilities to purchase the necessities of life with the minimum hours of labor." Yet the productive power of labor has increased enormously since the 15th century. The increase is estimated at ten fold. In this enormous increase in productive power, labor has not shared. It is probable that the wealth of 5,000 citizens of New York City exceeds that of all Europe during the 15th century, the "golden age" of the English workingman. The wages of labor still continue at the minimum amount necessary to maintain a bare living, and to reproduce others to continue the process when he is worn out and discarded by his capitalist masters.

Hon. D. A. Wells, in his "Recent Economic Changes," lays it down as a self evident axiom, that the average price of our wheat and cotton crop is governed by the price the surplus will bring in an overstocked market. That, for instance, if we produce 200,000,000 bushels of wheat, or a half million bales of cotton beyond what there is sufficient demand for, the price the surplus product brings determines the price of the whole crop. What is true of wheat or cotton is true of all other commodities. Under our present industrial system, labor, that produces all wealth, is itself a mere "commodity," governed by the same laws of supply and demand that govern all other commodities. Therefore, the wages of labor is determined solely and only by the supply of labor, the surplus over that necessary for the demands of the capitalists determines—the same as surplus wheat or cotton—the value or "wages" of the labor crop.

This is merely stating in other words the "iron law" of wages, a law that under a capitalistic system of production is as inevitable as the movement of the tides. A law from which there has never been, nor can be, an exception while the competitive system is in force. The existence and workings of this law are acknowledged by all

economists and may be expressed by the formula: "that under free competition the wages of labor continually tends to the minimum upon which the laborer will consent to reproduce."

Now, the introduction of labor saving machinery is continually displacing labor, and making an over supply of laborers. The tendency of the capitalist system of production is to maintain an industrial reserve army of unemployed. This "reserve army" of unemployed, always on the ragged edge of want, is a continual menace to the worker. It makes it impossible to organize to keep up wages, for when a strike takes place for better wages or shorter hours of employment, the employing classes have a needy army at command, only too eager to take the place of the strikers. Under such conditions it is dollars against stomachs, with the odds all in favor of the dollars. The days of successful strikes are passed, organized capital, with plenty to eat and drink, can hold out longer than organized labor with empty stomachs. When labor owns and controls the tools of production, there will be no capitalist class to strike against. The drone and the parasite, the capitalist and land owner, will no longer be able to live on the labors of others. Being no longer the exclusive owners of the means of production, they will be unable to absorb all surplus wealth over the cost, maintenance and reproduction of the actual producers.

With, therefore, an intelligent conception of the law which, under a competitive system of production, determines wages, let us test the adequacy of the proposed panaceas for our social and economic ills.

First, let us take protection. It is urged by its advocates that a high protective tariff enables the American manufacturer to compete with the products of other countries in which the standard of living and wages is lower than ours. But it is to be observed, that while the American manufacturer howls loudly for protection for his "infant industry" against the pauper made goods of other countries, he welcomes the "pauper" himself with open arms. For he well knows that while a protective tariff may enable him to pay high wages that he is under no compulsion to do so. He knows that wages is governed by the supply of labor. He is anxious to be protected against the foreign capitalist and his "pauper made" goods, but the admission of the pauper himself is a distinct advantage to him, by increasing the supply of the "commodity" labor, and by consequence, decreasing the amount he pays as wages.

No matter how high the profits of a capitalist may be, he need only pay as wages enough to maintain the average standard of living. The

profits of the capitalists may be dissipated by excessive compensation among themselves, but such competition never increases the wages of labor. As a matter of fact, however, competition among capitalists is fast giving way to co-operation among themselves for the purpose of skinning the public. Free competition is now maintained only by those more gifted in muscle than brains.

It will, of course, be understood that nominal wages will be higher in a protected country than in one in which free trade obtains. If, for instance, protective tariffs enhance the price of commodities 25 per cent, then wages must be that much higher to make its purchasing power the same as in a free trade country. So that we may conclude that protection can not in the least increase real wages; that is determined by the supply of labor and the standard of living.

Free trade is advocated on the distinct ground that as all are consumers, the reduction in the price of commodities effected by a free exchange with other countries, would, by reducing the cost of living, increase wages. It is also pointed out that the larger number of workers are engaged in such labor as cannot be protected, and whose wages are not raised by a protective tariff; that the free exchange of commodities with other countries would not merely reduce the exorbitant profits of the home manufacturers, but that the lessened cost of commodities would inure to the benefit of the working class, by increasing the purchasing power of their wages. It is also claimed that the free admission of raw material would stimulate industry; cause a demand for labor; increase the demand for commodities, and thereby raise wages.

Let it be admitted that industry would be greatly stimulated, and that by the abolition of protective tariffs the cost of living was reduced 25 per cent. Is it not evident that free immigration would also be "stimulated" and soon restore the supply of labor? As the standard of living could be maintained for 25 per cent less than formerly, would not wages under the "iron law" be reduced to correspond to the decreased cost of living. But even with no increase in immigration, the same superabundance of labor would be maintained by the constant displacement of labor effected by the continual introduction and use of labor-saving machinery. So we see that the cheapening of the cost of living by the adoption of free trade would merely result in a corresponding lowering of wages. Competition among workers would still keep wages down to the subsistence point. This is why Cobden, Bright, and the other free trade bagmen advocated so strenuously the abolition of the corn laws of England.

They knew that cheap bread meant cheap labor, and cheap labor is what the capitalist class always strive for.

There is one argument, however, in favor of free trade that workingmen should not overlook, viz: that the adoption of free trade would make direct taxation necessary, and that to raise the necessary revenue, government would be forced to impose a tax on incomes; this is a tax that, like the tax on land values, cannot be shifted. It would force the exploiters of labor, the land owners and the capitalists, to contribute a part of their illgotten wealth towards the support of a government upon which they are forced to rely in their contests with their exploited wage-slaves.

There are a large class of earnest, well meaning reformers, who trace the cause of poverty, to a great extent, to the use of intoxicants, and whose remedy is the prohibition of the manufacture and sale of liquors. They tell us that the American workingmen spend a billion a year on liquors. They exhibit imposing tables of figures showing the greatly improved condition that would be effected if the money now spent on liquors was expended on better homes, better living, education, etc. Precise estimates are furnished of the number of homes for workingmen that a billion of dollars annually would provide. It is assumed, with the easy confidence of the average advocate of "panaceas," that the saving effected by the universal disuse of liquors would inure to the benefit of the workman. No assumption could be more fallacious. Let us suppose that by the universal disuse of liquors the average saving to each workman would be ten dollars per month. That means that the standard of living, as far as the necessities are concerned, could be maintained for ten dollars per month less than formerly. Is it not evident that with labor plentiful—and the supply would be enormously increased by the throwing out of employment of the quarter of a million now engaged in the manufacture and sale of liquors—is it not evident, I say, that competition would force wages down? It forms now a part of the standard of living; let its disuse become universal, and the amount so saved would not go into the pockets of the workmen, but, on the contrary, would go to swell the surplus-values that the capitalists are enabled, under competitive conditions, to extract from labor. To repeat: capitalists are only obliged to pay sufficient wages to maintain the standard of living, the disuse of liquors would enable the workman to maintain that standard on less wages, and competition would inevitably force wages down.

At present the man who does not waste time or

money on liquor can save the average expenditure for that purpose, but should total abstinence become universal, he would be compelled to abstain from some other article or articles now in common use, to enable him to save something from the average wage.

I hope, however, that none would be so foolish as to use this argument in favor of persisting in the drink habit. The crime and misery caused by the use of liquor is too great to be offset by the fact that its discontinuance would not increase wages. We need sober men with clear brains to help solve the problems that are pressing on us.

The theory of "saving," by the way, is another economic fallacy. We are urged to "save" out of our daily earnings and invest such saving in some form of investment that will bring a revenue without personal exertion. As an example of how such saving might be effected, our eminent American economist, Mr. Edward Soupbey-Atkinson, informs us that he has invented a stove called the Aladdin Cooker, by which the cheaper kinds of meat may be made palatable and cooked so cheaply that he claims that with the "cooker" the cost of food may be reduced to one-half or one-third the present cost. He is quite impatient with workingmen who refuse to avail themselves of his invention. Now, let us assume that the saving effected in the cost of food would be what he claims. The result would be that the man with the "cooker" could subsist on considerably less than those without them. The result would be, that in the competition for employment those provided with the "cooker" would underbid their less fortunate competitors; this would force all to provide themselves with the new appliance, and as the standard of living could be maintained by a decrease in wages that would represent the saving that would be effected by the use of the "cooker," so would wages, when its use became universal, be forced down, and the advantage to the worker be lost. To the advice "save," it may be replied that the average wage of \$1.15 per day leaves no room for the exercise of the "saving" virtues. But if it was possible for all to save, and they did so, and all "became capitalists," it would appear that there might be some difficulty in placing their surplus earnings in some form of investment that would return them an "income without personal exertion." Any economy that is practiced by individuals may enable them to save, but when the economy becomes general and the standard of living lowered, the saving under the fierce competition that prevails would be lost to the workers. Should we continue the saving process, until we reached the standard of the Chinese, we would find that

wages would always be just enough to maintain the continually decreasing cost of subsistence.

Besides, shallow economists of the Atkinson stripe fail to see that any general lowering of the standard of living, and of wages, merely reduces the purchasing power of the consumer. Lower wages means the ability to purchase less commodities; decrease in the purchase and consumption of commodities, means lessened demand for labor; lessened demand for labor means idleness, bankruptcy of various industries, and another lowering of wages, and starvation for the unemployed. When our standard of living is reduced to that of the Chinese, four-fifths of our manufacturing industries, and the labor employed in them, will be unnecessary. As a matter of fact, it would be to the interest of the capitalist

class to maintain high wages, for high wages means increased demand and consumption, of commodities, while low wages means decreased demand and consumption, and its inevitable correlatives, idleness, poverty, and starvation. But the capitalist is under the same compulsion to "save" in the fierce competition with his active or powerful competitors. This is the inevitable result of a system where production is carried on for profit, instead of for use. With every decrease in wages a corresponding decrease in consumption of commodities takes place; this means the bankruptcy of thousands of capitalists; only the strongest survive, until finally the cursed greed for "profit" will cause the whole tottering system of capitalism to fall, and be buried forever.

TO BE CONTINUED.

THE COLLAPSE OF ALL CIVILIZATIONS.

BY JOSE GROS.

All nations and races have, as a matter of course, their songs of glory about their own achievements in this or that direction; each one has had periods of so called prosperity and actual decadence in this or that form; and not one of them fails to consider herself better than the rest. Human infatuation is proverbial under all climates and skies. We don't fancy to see our own objectionable traits, but are perfectly anxious to revel in those of men outside of our own frontiers. It is all the result of defective social organizations. The exclusivism in question is perhaps more intensified with our American type, because ingrained in our political system. It really comes from our colonial system under British rule, which brought about our state petty jealousies and sectional dislikes.

All that may account for our class antagonisms in the midst of our efforts to proclaim equality before the law. Just as if any such equality was possible as long as our economic and political conditions are themselves the result of that eternal dislike between those who have and those who want! Conditions in the social fabric presided by that dislike, peculiar even in the colonial period, are bound to produce all kinds and classes of men, from pauper to potentate. The worst nations have never done worse than that, and the best nations have never been able to do much better. Hence the inevitable tendency of each nation growing up to a certain point, to be followed by a decline, in the moral sense first, in the physical one later on. Our moral decline

has been constant ever since our war against the south. The physical decline commenced in 1873. We refer to discontent among the working masses, because of unusual growth in the wealth of the few, and increased hardships among the many. As a matter of actual fact, perhaps there is not a nation to-day in more imminent danger of a war of classes than we are.

We know that before a good doctor prescribes for his patient, he makes a careful diagnosis of the disease with which his patient may be afflicted. That is what reformers should do, and that is what many of them are unwilling to undertake, as if it was not at all necessary.

The disease with which all civilizations have been afflicted has proceeded from non-adaptation to fundamental moral principles. In the matter of social growth, the basic conditions of human existence are no doubt as follows: *Natural Resources*, and *Men's Natural Gifts*. Any obstacles that we may place between those two distinctive, essential elements on the planet, are bound to produce piles of trouble among men, because they involve a war against the most transcendent laws of nature. It is from those two elements that all phenomena among ourselves come, and exhibit the very ramifications of social life, in all the industrial and political conditions with which we have to deal. And all such life has heretofore been stained with some form of slavery; either chattel, in barbarous or mild forms; or servitude, under gentle or harsh conditions; or else wage slavery, now and then toler-

able, for a while, later on far more cruel, however refined, than the chattel slavery or servitude of primitive historical periods.

By whichever form they are known, under whichever conditions they may at the time exhibit themselves, all kinds of slavery are but the inevitable product of monopolization in natural resources, granted to the few, either through the crude power of the sabre, in the hands of the soldier, or through the refined sword of human enactments, embodying human selfishness and sin.

There we have the moving bank of sand on which the economic and political systems of all nations have been floating, with here and there a few waves of fictitious prosperity, to sooner or later end in physical and moral collapse; in general discontent; in social turmoils. Is not that human history? In the presence of that fact, what becomes of our socialistic scare-crow—the *capitalistic system*? What do they mean by that? They mean our present monopolistic system, the product of previous ones, only intensified by increased population and greater production of wealth by the average worker, because of his greater intelligence, and hence the command of the better tools he himself produces out of that eternal tool—Land!

The object of all socialistic language seems to be that of obscuring all economic truth, and perplexing the very working people who alone can permanently establish civilization on correct principles. If not, why, for instance, discriminate between those two words, capital and wealth, in the most intricate way possible? Why say that wealth only becomes capital when used to exploit, to rob labor, since that could not take place if land monopoly was suppressed? And why say that wealth is not capital if used by the workers in producing more wealth for themselves?

Is there not a plain, distinct difference between my own home, where I live, and my own shop or factory, where I work? The latter, with its tools, etc., is my active capital. The former is my passive capital. They both are wealth; wealth applied to separate functions; that of use in facing my daily needs, in one case, that of use in producing what I shall need, and must be replaced, in the other case. But that language would be easily understood by all men, and socialists don't seem to fancy that. They revel in childish technicalities. They remind us of the theologians and many of the philosophers, with their large volumes to explain what they themselves don't seem to understand, and what could be made plain in a few pages of language simple

and precise. No wonder that the progress of the race is so sluggish, so unsatisfactory.

In connection with that general fact, let our dear readers think of but one of the dogmatic assertions established by our friendly, polite, gentle opponent in the September CONDUCTOR. It is there formulated, in fine, bold language, that because we happen to be blessed with ten times as much land as we need, we would become a pack of anchorites, and 'spread ourselves through the wilderness, away from each other, if we only dared to displease our socialistic friends by taxation on land values, and thus deprive all landlords of their large revenues from monopolistic land rents in this or that form.

The assertion above mentioned assumes that men would lose the common sense they have always exhibited, with few exceptions, in grouping themselves along the bosom of choice belts of land, with bays, lakes, rivers, good roads, central valleys, close to mines and timber regions, under good climatic conditions, etc., etc., all for the purpose of accumulating wealth as easily as possible, and obtaining the greatest advantages and comforts, derived from direct communication with centers of commerce, etc. Because it is all the above that makes it possible for men to satisfy their eternal desire of co-operation with each other, and hence the social instincts they have received from their own Creator for wise purposes.

Every one of our readers can see that there is nothing sensible in the assertion of our opponent, upon which he builds up that great fabric of his own, about the insufficiency of land values for public needs. Why should men separate themselves from each other, run away from smiling cities and towns, if you reduce their land rents by 40 or 50 per cent, and apply such reduced rents to public needs, in lieu of taxes on production; instead of keeping the latter, and let a pack of loafers collect the higher rents of to-day? Why should men become crazy if you relieve them from the burdens that to-day make life a farce to all honest workers?

In answer to some of the favorite assertions of our opponent, we wrote an article in *Locomotive Firemen's Magazine* for October, '93, showing that the land values of our railroads alone would meet our national taxes, under a correct civilization, where armies and pensions would not be necessary, or very little, because of ample opportunities for all to live in plenty. Did he refute that article? Not a bit of it; nor has any other reformer attempted the job.

Each one of our articles in THE CONDUCTOR, since April, has endeavored to show, in concise language, the weak points on which the assertions

of our friend rested. Has he disproved any of our data, or facts, or logical conclusions? Of course not. He has indulged in jokes and personalities. All that is music to our ears, because we are not in love with our own ego. We are simply in love with humanity and truth.

We, of course, plead guilty in trying to permeate our articles with the conception of a *Power on High*, with a code of laws intended to operate for the good of all men. We are sorry that that makes our friend unhappy, but, really, we don't write for him. We write for a group of men whom we respect highly, because they constitute a portion of the most solid laboring classes. They are no doubt religious men, most of them, religious in the best sense. Besides, we know that few people are attracted to reform movements that may tend to disconnect men from their duties to

their own Creator. We also feel that if all civilizations have so far failed to give peace and joy to men, the cause must radiate from disobedience to the Creator in question. Hence, the need of connecting the reforms of the day with obedience to fundamental moral laws, and thus see if we can stop the constant *Collapse of all Civilizations*.

Some of the other most prominent fantastic dogmas in the September article, from our beloved friend, shall have to be analyzed in a future article. It would take volumes, of course, to disprove all he asserts. Yet our dear readers are intelligent enough to apply to all fallacies the fundamental economic perceptions with which we try to do our share in helping those whose time for study is limited, because of their struggle for existence under our wrong industrial conditions.

GOVERNMENT BY INJUNCTION.

BY W. P. BORLAND.

For more than one hundred years we have been living under a constitution which grants to every citizen, however humble, the right of trial by a jury of his peers for any crime of which he may be accused. One of the most important provisions contained in the great charter of Anglo-Saxon liberty, Magna Charta, wrung from the unwilling hand of King John by the barons assembled at Runnymede, was the right of trial by jury and this, together with the right of Habeas Corpus, has long been justly regarded as the great safeguard of liberty. The right is fully recognized, and guaranteed in emphatic terms, in all our constitutions, state and national, and any direct attempt to deny or abridge the right would be justly regarded as an assault upon the very foundation principles of our government, an attempt to establish despotic influences not to be tolerated in a free government. Yet, we have courts of equity in our land which, lately, are busily engaged in making insidious attacks upon this right, and the American people seem to be incapable of comprehending the significance of their action; they stand petrified, like blocks of stone, while the jurisdiction of equity courts is being extended so as to deprive them of their liberties, as guaranteed by our constitution of government. The pretense upon which courts of equity proceed to deprive citizens of their constitutional rights is that of the general public welfare, for the protection of property and the repression or prevention of social disorder, but are not our statute laws and ordinary court processes sufficient for that?

If not we should know it, and it should not need the processes of a court of equity to bring the matter to our view. It has come to pass in this country that our courts may drag before them citizens charged with no greater crime than contempt of court, and send them to prison without a trial by a jury of their peers. There are prisoners in many judicial districts of the country at the present time serving terms of imprisonment for no greater crime than contempt, and they are there by summary process of the court and without jury trial. The judge of the court is the sole hearer of testimony as well as judge of the law. This situation is full of danger, and it should not be allowed to continue. If we have reached a period where the ordinary constitutional government must give way to government by injunction, then good-by to our boasted American freedom; our forefathers fought in vain. Mr. Charles Allen, of Missouri, in a paper read before the American Bar Association, pointed out the entire adequacy of the law to meet all ordinary cases of social disorder, and then he asks "Why, then, invoke the extraordinary jurisdiction of a civil court never designed for and in no way adapted to such cases? What does it mean, this sudden development of equity jurisdiction?" These are pertinent questions; they require answers; not simply because "this sudden development of equity jurisdiction" is calculated to, and has thus far been used, merely to restrain workingmen and keep them in order, but because it is an assault upon the very foundation principles of our government, and in.

volves the destruction of American liberty. Government by injunction and government by constitution cannot exist side by side; either one or the other must give way, and it is certain that government by injunction is bound to become a most intolerable despotism.

During the recent strikes there was considerable rioting and destruction of property. This sort of business is criminal; our laws against it are explicit and ample, and our regular machinery of government is adequate for the enforcement of those laws. When rioting and destruction of property occur, when even intimidation or interference with the personal liberty of another occurs, the way to do, according to our constitutions and the laws enacted under them, is to arrest the offenders, indict them, send them before a judge and jury for trial, and if found guilty, inflict upon them the penalty prescribed by law. This is the method of procedure which our laws prescribe; it has always been deemed ample for the protection of both individual and social rights, and for more than a hundred years in this country it has been thought that every man, without distinction of wealth or social position, was entitled to be dealt with after this fashion when accused of crime. But as against modern workmen the programme has suddenly changed; workmen are first attacked by wholesale and sweeping injunction and then tried for contempt of court. They are thus made to suffer punishment, under the name of contempt, for acts not recognized or condemned as crimes by either constitution or statute laws, and they are deprived of their constitutional right of being tried by a jury of their peers. However plausible the pretext for this method of procedure, it constitutes an assault on liberty that cannot be contemplated with any degree of favor by those who have the future welfare of this country at heart. Let the injunction issued by Judge Seaman, of Milwaukee, which the *Railway Age* refers to as "very explicit and comprehensive," be read, and then let it be remembered that for any violation of that injunction one might be summarily arrested and brought before the court and fined or imprisoned in the discretion of the court, without the privilege of submitting questions of fact or law to the judgment of a jury, the judge issuing the injunction being the only bearer of testimony as well as judge of the law, and I fancy it will be decided that there is a new force arisen in this country which needs to be curbed in some way if the United States is to remain the abiding place for liberty.

Judge Swan, of Detroit, issued a similar sweeping injunction, and he decided that the mere pub-

lication of the injunction in a newspaper, or the posting of it in a conspicuous place, constituted service upon all persons; and upon the strength of this arbitrary ruling of his own the judge imposed a heavy fine upon at least one person, to my knowledge, who testified distinctly that he was in entire ignorance of the fact that any injunction had been issued. No jury passed judgment on the facts brought before the court; the judge did all the business himself. Said Judge Swan in these words, or words to this effect: "Many people have no idea what a serious business it is to defy the orders of a court; I intend to bring it home to the minds of all persons concerned that contempt of court is a much more serious affair than it is commonly believed to be." The theory upon which these injunctions are issued, and contempt proceeding under them undertaken, is that it is for the prevention of crimes, declared to be such by the statutes of the land, the preservation of social order, and the protection of property. The general theory is stated by Judge Jenkins in his decision on the Northern Pacific cases, as follows:

"It is the peculiar function of equity in such cases, where the injury would result not alone in severe private but in great public wrong, to restrain the commission of the threatened acts and not to send a party to seek uncertain and inadequate remedy at law. That jurisdiction rests upon settled and unassailable ground. It is not longer open to controversy that a court of equity may restrain threatened trespass involving the immediate or ultimate destruction of property, working irreparable injury, and for which there would be no adequate compensation at law. It will, in extreme cases, where the peril is imminent and the danger great, issue mandatory injunctions requiring a particular service to be performed, or a particular direction to be given, or a particular order to be revoked, in prevention of a threatened trespass upon property or upon public rights."

"Punishment for contempt is not compensation for an injury. The pecuniary penalty for contumacy does not go to the owner of property injured. Such contempt is deemed a public wrong, and the fine inures to the government. The injunction goes in prevention of wrong to property and injury to the public welfare; the fine in punishment of contumacy."

Acting upon this view of the functions of a court of equity Judge Jenkins issued injunctions against the employes of the Northern Pacific which a congressional committee characterized as a "gross abuse of the power of the court;" "supported by neither reason nor authority;" "beyond the jurisdiction of the judge;" and, therefore, void." The committee also recommended that "in order that there may be no further excuse for the rendition of any such orders or decrees and that the courts of equity of the United States may not be deceived as to the extent of their powers in enforcing contracts for personal services by legal process, we recommend the enactment of a statute which will prevent them from so doing." That there is urgent need for such a statute is made plain by the recent action of these courts, the principle of equity jurisdiction having been pushed even further than it was by Judge

Jenkins. The prohibition in the injunction issued by Judge Seaman against "all other persons whomsoever," which restrains from doing "any act whatever in furtherance of any conspiracy or combination, to restrain either of said railroad companies or receivers in the free and unhindered control and handling of interstate commerce over the lines of said railroads, and of transportation of persons and freight between and among the states," is one that can be made operative against any member of a labor organization in time of strike, so as to turn the most innocent act, an entirely lawful act, into contempt of court. Any banding together for the simple purpose of discussion concerning mutual interests might be declared to be in furtherance of conspiracy or combination, and be punished as contempt of court. This is a dangerous power to place in the hands of any one man, even though he be the judge of a court of equity, especially, since he is very apt to hold opinions concerning strikes similar to those held by Judge Jenkins, who declared that "no strike was ever heard of that was or could be successful, unaccompanied by intimidation or violence." I imagine this learned judge is not as well posted in the history of the labor movement as he thinks himself to be, else he would not be so confident in giving utterance to declarations of that character; but the important thing to consider is that the belief expressed in this declaration is held, and it has its influence in determining contempt proceedings, and creating a certain bias against workingmen in the minds of the judges. This being true, it is evident that there should be some clearly defined limit established, beyond which the principle of government by injunction could not possibly be pushed. This "sudden development of equity jurisdiction" should be nipped before it comes to be too well established a principle to make it hard to get rid of.

There is no principle, however vicious, that may not acquire a certain standing, a sort of a vested right to exist, if allowed to continue to be applied for a certain length of time. And the fact that the principle of government by injunction has thus far been used merely against workingmen, is no guarantee that it may not be pushed so as to make it operate against those who are not identified in any way with labor organizations, or who are not in sympathy with the labor movement. The present status of the question detracts nothing from its importance to the welfare of persons in all walks of life, for who can estimate its consequences or predict its end? Courts do not always remain the same, they are not unchange-

able, and would there not be a terrible stirring up, a rattling of dry bones, if government by injunction should chance to be applied in favor of labor instead of against it? There is nothing impossible about that sort of thing. Thomas Jefferson once replaced some federalist judges by republican ones. Suppose the principle of government by injunction to be well established, and our courts to be struck with a contagion of impartiality, what is to prevent the application of the principle to some of the intricate problems of social polity with which statute laws and constitutional provisions now grapple in vain? We have laws on our national statute books making it a criminal offense to bring together aggregations of capital for the purpose of holding up prices. These laws have existed for several years, and, notwithstanding that they are, and have been, openly and flagrantly and notoriously violated every day of every year by persons well known, yet not a single conviction and punishment has ever followed such violations. Now, if it is true that the law and the old fashioned methods for enforcing it is not adequate for dealing with these cases, why not apply government by injunction? Let some court of equity fulminate an injunction against the sugar trust, for instance, that would sweep in Mr. Havemeyer and all his class, and let these gentlemen be brought into court and tried by summary process without jury. Why not? This is the way the principle is being applied to workingmen; and I hope there are none who wish to commit themselves to the belief that we have forms of government in this country which are not applicable to all citizens alike. If government by injunction is a good thing for the purpose of keeping workingmen in order and forcing them to observe the laws, then, why is it not a good thing to apply to all the public thieves and rascals, bribe-takers and bribe givers, sharpers and unlawful speculators of all descriptions, who are bringing reproach upon our generation and weakness to our institutions? These are, in the main, responsible for the fact of government by injunction in this country; they cannot object to taking some of their own medicine.

It may be that our ordinary constitutional processes are no longer competent to meet the questions arising under the social situation as it now exists. It may be that our old theories of government are no longer adequate to meet the wants and aspirations of this people; and I am inclined to the belief that this is largely the fact, that our constitution is really an unworkable instrument in the presence of the live social facts that are appealing to it for sanctions. In passing, and

while on the subject of the constitution, I want to quote a recently delivered utterance of that renowned Irish statesman and journalist, T. P. O'Connor: "The constitution of the United States," said he, "is, in my judgment, one of the most unjustly eulogized instruments of political history. The gentlemen who constructed it were possessed of the idea of checks and balances—a fatal and fallacious figure that has worked mighty mischief in the world—and they constructed a machine which to a large extent means not the regulation but the paralysis of government. This is what reformers in America have begun to find out. It is nothing short of besotted and perilous optimism either to ignore or to extenuate the evils from which the country is suffering." But it by no means follows that government by injunction is the proper remedy for our constitutional deficiencies, nor does it follow that our democratic forms must be sacrificed to the necessities arising out of changed social situations and conditions. And it is the partial application of this injunction law that renders the thing intolerable. It is the very strength of good laws that they are no respecter of persons, and if conditions are beginning to come into being where the courts are dealing with the workingmen with a

form of severity which they do not apply to law-breaking millionaires, and this is the fact, then the thing is outrageous and ought to be looked into with a view to promptly and effectually put a stop to it. We cannot have one kind of law for one class of citizens and another for another class. That sort of business will surely disrupt the government, no matter what may be its form. But, supposing even that it were possible to apply the principle impartially, to all citizens alike, government by injunction would still be highly objectionable; it is a principle that is antagonistic to freedom; utterly destructive of the most fundamental and dearly bought rights of man; arbitrary and oppressive both in its application and in its results; and it has no right to exist among a free and independent people. Its effect is to deprive men of their right of trial by jury and one of the very reasons set forth in our Declaration of Independence in justification of rebellion against the government of George III was "for depriving us, in many cases, of the benefit of trial by jury." It is much to be hoped that we shall succeed in strangling this monster of government by injunction before it has become powerful enough so as to enable it to succeed in strangling us, through the destruction of our liberties.

OUR NEW YORK LETTER.

Rehabilitating broken down railroad corporations has become such a common performance in this era of bunco deals that they attract less attention than formerly, which accounts, perhaps, for the small amount of notice given to the announcement that the work of organizing the Southern Railway Company, begun several years ago, had at last been completed. Yet it makes a very striking transformation in one of the largest fields of the railroad industry of our country, and is significant especially for the radical wiping out of fictitious securities which had been heaped on the unfortunate property with the idea that the golden harvest to be reaped was great enough to allow almost any degree of watering. Starting off with three or four insignificant lines, all of which were already staggering under their own liabilities but were brought under one control with a fine flourish of trumpets, which sounded the key note that a combination of weakness must necessarily mean strength, the opportunity was taken to saddle on them that diabolical contrivance, a leasing company with a big capital and liabilities of its own—which represented absolutely nothing. And for a while the lambs in the stock market took the bait famously. Exactly

the same game had been worked in the case of the New York elevated roads, but with this difference: that in the latter case there was a more valuable franchise to be exploited, and a compact and easily handled system in question.

With the Richmond Terminal scheme it was very different, and the original error was perpetuated and magnified by the absorption of one semi-bankrupt line after another, having no natural relation to one another for the most part until a genuine octopus had been created with such a number and variety of arms that a superhuman brain would have been required to bring order out of the chaos. That quality of brains is scarce and so it comes to a most grievous smash and after a period during which it looked as if the whole ill-assorted thing would necessarily drop to pieces, it has been, as it were, soldered together again as a corporate whole and a new company formed, which owns, instead of leasing, one of the largest mileages in the world. The absolutely dropsical proportion of water has been squeezed out, but the heterogeneous nature of the system remains, which was one of the worst causes of its former downfall; and it will be an interesting problem to watch for the solution of, whether the

genius of management can be found to successfully direct a labyrinth of roads, serving such diverse interests as this. For in this is involved one of the most serious questions as regards government ownership of railroads—whether, when we reach a point requiring such vast breadth as well as force of intellect, we do not get beyond the calibre of men as most of them are constituted.

This is the off season for the interest which centers in public affairs, being between the adjournment of congress and the real opening of the fall campaign, and more attention is being devoted to the proceedings of our state constitutional convention than it had hitherto received—or deserved. On the whole, it has been a pretty poor sort of body, and one rather discouraging to those who insist upon political matters being taken out of the hands of the politicians. Very few of the men who compose it were known in political life, even in their local circles; but ranker partisanship on both sides has never been developed in any assemblage of recent years. They have frittered away their time over meaningless talk about unimportant things, until the limit within which the law contemplated that they should do their work has nearly expired, and almost nothing has been accomplished. Pettifoggery has been rampant, and the only serious purpose apparent has been the careful manner in which the interests of the New York Central have been looked after; and now that they are getting soberly to work on general subjects, having got all the pay possible for half sessions, and mileage, as if they had been brought up in legislative practices, the new fundamental law which they are evolving promises to contain so many mischievous features as to merit its wholesale rejection by the people.

Still another unpleasant illustration of amateur politics is being given us in the organization of our new committee of seventy, in imitation of that which overthrew Tweed. With the exception of just one, labor leader, who happens to have obtained considerable standing among the people who call themselves the tax-payers, there is not one name on the list representing anything but the millionaires and professional men who, casting directly and indirectly, perhaps, 20,000 votes, insist with a singular fatuity that they alone are competent and by right entitled to direct the municipal affairs in which 190,000 other votes are supposed by our institutions to have a voice. Not a single small shopkeeper or mechanic or clerk, or even an employer of labor outside the aristocratic down-town circle, is called into this august council whose ambition is supposed

to be the elevation of public politics to the plane of the real public interest, and yet these people wonder, when the great waves of public opinion sweep by, leaving them on one side, and deplore the condition of affairs in which, what they deem the best sentiment, can get no hearing. At the bottom, the controlling motive is the fixed idea that the great mass of the people are fit only to be led by the choice few; an idea which we are so far from having grown out of under republican government that it seems to be gaining increased acceptance by a certain set, as we develop more of the distinctions of wealth amongst us.

The controversy in your pages between Messrs. Borland and Stuart has been so efficiently carried on that it seems a pity to interfere in it; but I cannot resist pointing out to Mr. Stuart that in his statement that land rents are decreasing in England and Germany, he has been misled by his authorities—who are rather poor ones, by the way, especially David A. Wells, an economist who is altogether superannuated, both by age and ill-health. They have gone on the tradition that land rents meant agricultural rents, and have almost wholly ignored the far greater figures that in modern times attach to the soil of towns. The great landlords of England to-day are such men as the Dukes of Westminster and Bedford, who own blocks upon blocks in London and whose rent-rolls cast into the shade those that are derived from country shires. Agricultural rents in Great Britain have been falling since steam and electricity practically anchored our own and Indian wheatfields in the English Channel, but the aggregate of all British rents, including those in towns, has enormously increased. The same is true of our own country, and to-day the soil of Manhattan Island alone returns to its owners four times the value of the entire foreign trade of either England or America less than two hundred years ago. And this is readily paid for the use of New York City land, notwithstanding that from the wealth produced on it has also to be furnished more than thirty millions for our own local taxation and probably almost an equal amount for the share which our citizens indirectly contribute to the national revenue.

These facts ought to point out, too, the logical absurdity of the notion that a single-tax on land-values will prove inadequate for necessary public revenue. It is by no means an essential feature in that proposal that our enormous revenue should be derived from it; though most of its advocates believe that that will be one result, and not without reason. What they are after, however, is to render impossible the pre-

venting of men from using land as it is needed, and in doing this, it is impossible really, to think that it will reduce the tax fund below present limits. All taxation now comes out of the wealth produced from the use of land in one way or another; and that wealth can certainly not be diminished when the possibilities for its creation are increased. It is true, that with the destruction of speculative rent, the "margin of production" will be raised; but inasmuch as present taxation comes out of actual present production, the difference between the best land and the poorest required to make up the quota necessary to meet the present volume of taxation, must always remain, at least, as great as it is now. Men will, doubtless, not consent to use as poor land as they now often have to put up with when all land is thrown open to use, but the necessary corollary of this is that their total product will be increased. Since the competition for everything better than the very poorest remaining in service will naturally continue relatively as eager as ever, the resultant of that competition, calculated for a smaller difference, but on a total production larger in exact proportion as the difference is reduced, must necessarily show, at least, equal figures of rental values.

Senator Jones, with his demagogic statement about his withdrawal from the republican party, is a very fine illustration of one form of making all the people pay a few for the use of land separately adapted for the production of wealth. Of course, the great strength of free silver coinage comes from a compromise of the prejudice that a circulating medium must necessarily have an intrinsic value, with the other prejudice that business is stimulated by having lots of "money" and getting it as cheap as possible. The silver mine owners know very well, however, who gets silver cheap, and they are very far from being willing that the rest of the people shall get it from them except at the highest price; or else they would not insist that they should be allowed to dispose of it at the mint at a higher price than any other buyer will give, and then that all other citizens must be compelled to accept it as a legal tender. A man is entitled to all respect in advocating a given doctrine, who is not personally interested in it, or at least, not to a greater degree than other people. But when these silver senators claim credit for serving the suffering masses when they are only trying to bulldoze the nation into making a better market for the product of their individual property, it is a specie of hypocrisy that is specially contemptible. Even the sugar trust gang had the grace to work their blackmail under cover and did not pretend that

they were sacrificing themselves for the public interest.

Scandal in high life has of late afforded some rich morsels for those who are fond of that sort of thing, and if the progress is kept up in this line, which our New York millionaires have been making, they will soon qualify themselves for comparison with the most aristocratic circles abroad. It would really seem as if people with the advantages of education and opportunities for amusement possessed by the Vanderbilts and Astors, might restrain themselves within the lines of morality; yet, in both these families, not to speak of some of the smaller social fry, they have managed to develop divorce suits of the most sensational kind; with mutual recriminations, moreover, that are worthy of the vice-breeding atmosphere of a tenement house. It was too strong temptation to the newsmongers to be smothered entirely; but it is an interesting illustration of the power of wealth to see how long the circumstances of both these affairs have kept quiet, and how quickly mention of them in the press has been allowed to die out more recently. The same papers are strangely reserved in their comments, that are fairly gloating over the success of the campaign of humbug and hypocrisy against Breckenridge's renomination, even while they are practically eating their own words uttered in fulsome praise of Madeline Pollard's injured innocence, by slurring remarks on her character, now that she is no longer useful as a tool. But then the whole purpose of the virtuous attitude against Breckenridge was to serve the ends of political faction and journalistic spite, so it is natural that it should be kept up, while it is found inexpedient to ventilate too thoroughly the affairs of the influential people who control millions.

We rather pride ourselves on being broad-minded in New York, and were greatly amused, not long ago, at the news that a Texan town had issued a solemn edict against women wearing bloomers in bicycling. And as a matter of fact, people can usually do what they please here, so long as it does not injure others, without danger of much serious comment. But when a couple of women offended public opinion the other day by actually smoking on Broadway, official authority hastened to the rescue to forbid the crime. So it would appear that even in a big city, men are not altogether free from prejudice; and that people must not suppose that civilization has gone so far as to permit them to indulge in actions harmless in themselves or conventionally vulgar only, if they shock preconceived notions too greatly.

EDW. J. SNYDER

FOURTH BIENNIAL CONVENTION OF THE B. OF L. F.

The fourth biennial convention of the Brotherhood of Locomotive Firemen, was formally opened at Harrisburg, Pa., on September 10, last. There was a good attendance of able and representative men from all portions of the country as delegates, and the manner in which they disposed of the important matters brought up for consideration, proved conclusively that the best interests of the order were safe in their hands.

The evening of the first day was given up to a public reception, the Grand Opera House being filled to overflowing by the citizens of Harrisburg who gathered to assist in welcoming the city's honored guests. After brief introductory remarks by B. F. Huber, chairman of the committee on arrangements, the Grand Lodge was formally welcomed to the state by the Attorney General, speaking in behalf of Governor Pattison, and to the city by Mayor M. C. Eby. This was followed by addresses from President Sam'l Gompers, of the American Federation of Labor; Grand Chief Conductor E. E. Clark; T. V. Powderly; Deloss Everett, of the B. of L. E.; E. A. Moseley, Secretary of the Inter-State Commerce Commission; District Attorney M. D. Detweiler, and by the widely and well known "Shandy Maguire."

The central feature of the programme was the biennial address by Grand Master Sargent, which was so well worth the attention of all the friends of labor, that we reproduce it, the following being the complete text:

GRAND MASTER SARGENT'S ADDRESS.

The year 1894 will be recorded on the annals of time as the dark days of the nineteenth century within the circle of wage workers who comprise the bone and sinew of this great republic. Never in the history of this country have we seen conditions like those forced upon the American people, especially upon those who comprise the toilers of the land and who by the sweat of the brow derive subsistence for their wives and children. Since July, 1893, we have been in the midst of one of the greatest industrial depressions America has experienced. Thousands of laborers have been thrown out of employment. Commercial industries have been paralyzed. The furnace, workshop, mine and factory have remained silent and the tall, grim chimneys that have heretofore sent forth out of their huge mouths, smoke and vapor, stand as a silent monument to remind us of departed prosperity, while the busy hum of spindle and click of loom, music that is a welcome sound to American workmen and indications of a thrifty people, has ceased, and at the quiet of the fieside, upon the village street and in public places, wage workers have gathered to ask themselves the question: when the earth produces abundantly, when our granaries are groaning under their heavy load of bread stuffs, when our mountains are filled with the choicest metals, when our treasure houses are overstocked with wealth by millions, why, oh, why must our children cry for bread and we hardy sons of toil be unable to answer their cry for the want of employment for our hands?

There is a cause for everything, a creation of the conditions of the hour, and as wage workers have had and are still having bitter experiences, it behooves them to seriously contemplate trials and privations through which they passed and the ones which confront them now; and by acts of action and a firm determination, endeavor to remove the causes of this terrible depression and again make our country—one of the brightest and richest of God's creation—to be the land of profitable industries and to bring sunshine into the homes of our families and

a smile of contentment to rest upon him who earns his daily bread.

Is it a wonder that during the past eight months there has been an uprising among the working people? That through the length and breadth of this nation there has been constant unrest? That men have formed themselves into little bands and setting their faces towards the seat of government, have tramped through sleet and snow, suffering all the hardships possible for men to endure? No matter what may be said of such a movement, it is evidence of a condition of things that does not speak well for this free and enlightened nation, and the time is at hand when every true and loyal American, every law-abiding citizen, every ruler and statesman, should join hands and minds to free our country from such an accursed industrial condition as she is now plunged into; to open up our avenues of trade; to kindle the fires in our shops, set in motion spindle and loom and let our people have employment, and let it be said that in America honest men and women need not suffer the pangs of hunger because of the want of work.

For many years the workmen of our nation have been struggling to better their conditions, realizing that man alone can avail but little in any great movement of reform, but by associating himself with his fellow men, thereby enabling him to obtain new ideas and an exchange of opinion, he is in a position to do much! Workmen have formed societies, organized their trades, unified themselves, and by this means have in many ways greatly benefited each other. To day we find that nearly every trade has its organization. These organizations have been of great benefit to society. Take the foundation of all the trades unions; they are laid upon good principles; the teachings are wholesome and will improve the mind, if properly applied, and no one can deny that the better a man becomes, the more enlightened he is in mind, the better citizen he will be, and one of the principal reasons why in America you find such an intelligent class of wage workers is largely because of the influence and teachings of the trades unions, and to-day when we hear of the disturbances in the industrial centers and some people are prone to condemn the labor organizations and try to place the responsibility upon them for all this agitation, if you will make an investigation you will discover that there is not a legitimate trade union to day but what is counseling moderation and appealing to their membership to be law-abiding, to discountenance riots, to use the ballot and not the torch, to support Old Glory, the emblem of freedom, not flaunt the red flag of anarchy, and by their intelligence and their united strength at the polls place in power in state and nation, as rulers and counselors, men of the people and for the people, who will not rest day or night until the sun of prosperity shines upon us and we become a happy and contented people, with every avenue open for the application of our mind and muscle.

It is in a time like this that good counsel is needed by the membership of trades unions; men of conservative thought and prudent action. When workmen are idle, time hangs heavy upon their hands and with men of certain temperament it is easy to excite them and to preach radical and anarchistic doctrine among workmen in a time like the present is criminal. What is needed to-day among wage workers is men who will turn their attention to the legislation that is necessary to improve their condition; to advocate the closing of our gates against the inroads of foreign immigration that at present is a curse to us; to preach arbitration in wage disputes and keep in the background, to be brought out as a last resort and then only when every other effort has failed, the weapon of organized labor—the strike.

Strikes have been an advantage to organized labor. While the evil results are sometimes most prominent, they have been a powerful educator of the masses, and while defeat has often been recorded, yet what seemed defeat has afterwards proved a victory for labor. I believe that there was never a time in the history of strikes but what there was a benefit derived, and while the contestants suffered and for many years the sting remained, yet out of the contest valuable lessons were learned and it was not a defeat of labor. But there should be judgment used by those who have the power to inaugurate strikes and good counsel should always be given the wage workers by their leaders. A man who will encourage men to strike in a time when thousands of his craft are out of employment, when the business of the country is paralyzed, when men are begging for bread, and a strike means certain defeat for the parties who participate, displays poor judgment and is unfit to be a counselor and leader of a labor organization. There is an opportune time for strikes, if strikes there must be. It is when business is good, when the market is drained of surplus

labor, when the majority of the craft involved have been earning fair wages and have something to contribute to their unfortunate fellow workmen; but those conditions do not prevail to-day and have not in the past year. That is why I contend that in a time like the present wage workers want the wisest counselors and men who are not ambitious to have their names emblazoned upon the scroll of fame as leading the greatest strike the world ever saw; but who desire to keep workingmen who can earn their living employed, so that they may contribute a mite to help him who has nothing. They should bend their energy and talents in convincing the hungry tollers of the causes of the great depression and point out a remedy, which certainly is not found by further plunging the avenues of trade into chaos by strikes, applying the blazing torch or in defiance of the laws.

Intelligent wage workers will agree with me when I repeat that to-day we need radical changes in our national laws, a better protection for our labor, a curtailing of immigration, until the thousands of idle tollers now in our land have found employment at good wages, and no sane person will contend that strikes in a time when thousands are living upon charity will hasten that hour. But if the idle workmen will pause to consider that these conditions are brought upon us by unjust legislation, the combinations of trusts and the manipulations of the stock jobbers and Wall street rulers and more in the interest of foreign powers than of our own country and thus they will continue until regulated by national laws and that to obtain these laws requires in the halls of congress and the state legislatures men who are in sympathy with the common people, who have been with them in the hours of their adversity and will not forget them when they have been elevated to a position of authority by their associates and become the servants of the same combinations that have created this horrible depression. If the leaders of labor will put away all selfishness and put off the cloak of hypocrisy that is worn by so many and let their minds be centered upon the needy people and not upon an office they hope to reach, we firmly believe that it is within the power of the wage workers, through the influence of trades unions, to bring about prosperous conditions and make plenty of employment at good wages. But if men are influenced to strike and idleness is thrust upon those few who are now employed and thereby disintegration is caused among the trades unions and more misery to the families of workmen, we will be retrograding and our conditions will be worse instead of better. Here in this beautiful city of the great commonwealth of Pennsylvania are representatives of the Brotherhood of Locomotive Firemen, a trades union founded upon principles as good and elevating as any society under the canopy of Heaven, with a membership of 25,000 sturdy sons, who have faced dangers seen and unseen in the faithful discharge of their duties upon the great commercial highways of this country.

This is the biennial meeting and these representatives chosen from among the tollers have entered the gates of this city for the purpose of legislating for the brotherhood, their best friend and their sure protector, and it may not be amiss if we dwell upon the aims of the brotherhood, review the past history briefly and set forth its mission and point out its mode of procedure as a trades union.

Years ago, firemen—few in number—met together in a switch shanty in Port Jervis, N. Y., and discussed the question of organization. Imbued with the progressive spirit characteristic of locomotive firemen, they began their labors, and though but a handful, under the wise counsel of that old patriot and faithful lodge brother, Joshua Leach, the numbers increased. New lodge fires were kindled and the influence of organization, impregnated with charity and true hospitality, brought forth the best element in man's nature and we see a prosperous growth and year by year the ranks extending until from the corporal's guard we have the vast army that to-day is represented by these brothers out of a membership scattered throughout the length and breadth of the land.

It may be said that when the brotherhood was first organized, it was only a benevolent society, commonly known as an insurance order. So it was, for the reason that the locomotive firemen in those days looked out for their families and provided for a protector to wife and child when husband and father should meet the fate that awaits many of the craft. The brotherhood did not come up like a mushroom in a night. Good material was sought for, as the builders knew that to make the institution permanent required care and the growth must necessarily be slow. It was not intended by the founders of the order to overturn the entire universe in one year and to wipe off the earth all kindred organizations that they might have supreme control. What the firemen strove to do was to organize their craft into a substantial brotherhood, educate their members and advance them to a higher standing in society and by faithful observance of

their laws build up a brotherhood the peer of any in the land and one that would command respect wherever an altar was erected and the faithful members assembled together. It must not be understood that the brotherhood has always had a clear track and that the sun of prosperity has always shone upon her. There are many here who will remember the dark hours of 1877, when the stoutest heart grew faint and when it seemed that the work so faithfully performed by our illustrious Past Grand Master would come to nought; but when destruction seemed inevitable, there came forth men, who, like the knights of old, bared their arms and went forth to battle and rested neither day nor night until the brotherhood was safely anchored and the storm had passed. Then, with a devotion worthy of saints, they set out to preach the gospel of charity, pointing out the benefits of sobriety, inculcating that most sublime virtue, industry, and locomotive firemen flocked to the standard and the brotherhood triumphed and became a power for good.

After the organization had grown to a membership of 15,000, and the people had become acquainted with the aims and purposes of the brotherhood, when railway managers were convinced that a fireman in their employ who had a membership in the organization insured them of having a faithful servant, a sober and reliable man, the brotherhood, at its twelfth annual convention, in Philadelphia, right on the threshold of the city of Harrisburg, adopted a protective trades union policy and set out to look after the wages of its membership, to endeavor to bring about closer relations between employes and employer and to provide rules and rates governing the calling of the members. Laws were enacted providing for committees to act in behalf of the firemen before the officials of the railways and the brotherhood declared itself a protector of its labor. It did not enter the fold of labor with a grievance against anyone. It had no chip upon its shoulder that it wanted knocked off. It did not claim that every other organization representing workmen was a failure and that the brotherhood offered the only sure protection for wage workers. It did not send out its grand officers and agitators to tell the members of kindred organizations that their officials were bribe takers, had been bought by the railway corporations, in fact, were anything but what they represented. No, the Brotherhood of Locomotive Firemen had been organized for an honest purpose. It was instituted to benefit locomotive firemen and not to create a sinecure for any one man. The members of the order realized that to be successful they must be honest with their employers; to ask those conditions for the firemen that were fair; in fixing rates of wages, to be governed largely by conditions and surroundings. In trying to protect its membership, that these same members must be faithful in the discharge of their duty to their employer, sober and reliable, and the organization should not be used to shield a man who was guilty of unbecoming conduct, willful violation of rules and incompetent to perform those responsible duties of a locomotive engineer.

The brotherhood realized that among the employers of its membership there were a few narrow-minded, unprincipled men, who had unfortunately been elevated to positions of authority in railway circles, and that when in contact with such men, it would require something more effective as a persuader than the limber tongue of the chairman of the committee or the influence of the walking delegate, the Grand Master, so it introduced a striking plant of the most improved pattern, but with rules that would prevent it being set in motion except as a last resort and when every other means had failed, whereby simple justice could be obtained for its membership. This plant was required, for without it, the protective machinery of the order would have been of little avail. It was known that the organization had this powerful instrument, although it was not always brought into service, only referred to when speaking of the protective equipment of the brotherhood.

From 1885 up to the present day the brotherhood has been in the field of labor striving to promote the conditions of locomotive firemen. It has endeavored, by fair dealing, to gain the confidence of the railway corporations by whom its members are employed, and the respect of the public. It has always cultivated friendly relations with trades unions organized for a noble purpose, and has stood ready to aid the distressed wherever they might be found. How well the brotherhood has fulfilled its mission is proved by the standing of the organization to-day; the character of men that make up its ranks; the relation that prevail between the employer and the employee. Since the brotherhood adopted a protective policy there have been over two hundred written schedules and agreements made between the railway managers and the committees representing the firemen, while numbers of men have been discharged, to be returned to service through the influence of the order. During this time the brotherhood has been compelled to start up its striking

machinery in a few instances on account of running up against narrow-minded men, who would not listen to reason, who would not arbitrate, who would do nothing but have their own way. Some of them had it; but it cost them several dollars, and they had lots of experience which they will not require hereafter. In some instances the brotherhood was successful; in others it failed in a measure to gain the end sought, but in no single instance was everything a loss. Lessons were learned that were of practical benefit to both parties engaged. In all these struggles the brotherhood confined its contest to the territory of the enemy, as the laws do not permit of the waging of a general warfare against friend and foe alike. The order recognizes that it has friends among railway managers, who are treating its members with fairness; that with these same railway managers they have written agreements, and to violate them on the part of the men, and injure the business of their employer who has kept his word and his agreement, would be an outrage and would place the organization in a position to be condemned by any fair-minded person. She, therefore, says to her membership on other lines: "We will fight this battle upon the enemy's own ground. You do your duty by your employer, earn your wages, respect your agreement, obey the laws of your organization, and when we call upon you for financial support you will have something to contribute, and if we suffer defeat, you, whose employer has treated you with respect, will have employment and can help those of the members who have fought the battle." This policy may not meet the idea of the reformist of to-day, but it is the only policy that will maintain your organization and insure situations to our membership.

When the Brotherhood of Locomotive Firemen was engaged in warfare with General Lehigh Valley, what justice would there have been in your Grand Master and his associates waging war on the Pennsylvania Railroad, the D. & W. R. R., where our tried and true friend Hallstead reigns supreme? Or the Central of New Jersey? Or the Erie? Stop every wheel in the country, is the cry. Carry out that policy and you stop the resources of your organization; destroy the relations that are pleasant upon many lines like the D. & W., and Pennsylvania Railroad; lose agreements that have cost many hours of hard labor on the part of your committees, and in the end, as sure as there is a sky above us, you have demoralized your organization, driven thousands out of employment, made enemies where you had friends, and, worst of all, pupers of the men themselves; and in room of being able to contribute support to the unfortunate brothers who were aggrieved, whose employer was tyrannical and denied them justice, and who left his service expecting, if he succeeded in filling their places, that the Brotherhood would contribute something to their support, you force them to appeal to the charitable people of their town, to the governor of their state, to keep wives and children from starving, while those who left the service of an employer against whom they had no grievance are compelled to leave home and friends and tramp the country over to find their name upon the black list, and then the fallacy of their acts becomes apparent to them. But if the present policy of the Brotherhood is carried on and Federation with Trades Unions representing railway labor is encouraged, and Grand Officers who represent these organizations will labor as zealously to advance the organizations they represent as some of them do to destroy those against whom they have a grievance, it will cause wage workers to seek an affiliation with the union that represents their trade, and with a thorough organization and harmonious relations much good will be accomplished for those who toil. The Brotherhood is an advocate of federation. She has always been prominently connected with the other railway organizations that have a fixed policy and adhere to it. She has always maintained pleasant relations with trades unions outside of the railway service, and she fully recognizes the benefit of these relations; but in affiliating with the American Federation of Labor, the Carpenters, the Hatters, the Cigar Makers, she does not expect that if she has a misunderstanding with Mr. Roberts, of the Pennsylvania Railroad, that every member of the American Federation of Labor, every carpenter, every hatter and every cigar maker will cease his labor and parade the streets, and hold mass meetings to pass resolutions of sympathy, but to go on with their labor, respect their laws and their agreement with their employers, and the sympathy that the Brotherhood will expect of them is that which will put some substance in the stomachs of her idle members and their families, a sympathy that does not come out of a resolution passed at a mass meeting, but out of the earnings of wage workers, which cannot be expected if every man is on a sympathetic strike.

The Brotherhood has its fixed laws. Every member has upon bended knee sworn to faithfully observe its

laws. The chief executive is under double obligation to enforce these laws. If he is working in the interests of the brotherhood he will always remain a firm advocate and defender of them. If in his opinion they are wrong he will await the time of the meeting of the law-making body and recommend such changes as may be necessary, but he has no business to willfully ignore the law to gain the applause of law breakers, and no man who is connected with a labor organization, and who is honest in his motives, will condemn any officer or member of the Brotherhood of Locomotive Firemen who has respected his obligation and the laws of his union. It is only such as have a personal end to gain and would sacrifice everything that they might succeed, who will vilify or misrepresent their brethren.

We come here as the representatives of the brotherhood to review the work of the past two years. We will find much of interest in the reports of the delegates and the grand officers, but the fact that the brotherhood has remained loyal to its pledges and faithfully labored to advance the interests of the membership in the face of the most discouraging times in the life of the craft and comes here in a better financial condition than ever in her history, ought to awaken in the heart of every delegate here a love for the grand old order that will insure a successful meeting, and that the predictions of her enemies, who said that she had outlived her usefulness and that at the fourth biennial convention there would not be a corporal's guard, will be shown to be but the utterance of a dissatisfied element which could not rule and sought to ruin.

I have no forebodings of evil befalling the organization. There are in the delegation here to-night, men of firm convictions as to right. They have been in the labor movement for years, and they are fully competent to judge as to the success or failure of the brotherhood. We offer the prediction that the future of the order will be even brighter than its past; that her membership will increase; a greater influence will be manifested, and many who have lost faith in the brotherhood will return as did the prodigal of old.

We have here to-night, representatives of other trades and callings, who are old in years as representatives of trade unions. The Brotherhood welcomes them as her guests and assures them of her appreciation of their presence. The organization can lend a helping hand to all. It is not necessary to inaugurate strikes to aid union labor, nor to hold these mass meetings—although much good comes from these meetings—but if you will buy union made hats, smoke union label cigars, wear union made overalls, employ in building your homes the union carpenter, in fact, eat, live and sleep a thorough union man, you will all be performing your duty. Labor to increase your membership, get a thorough organization, be law abiding citizens and with such changes as can be brought about in our national laws by the united effort of trades unions, we will see a prosperous, contented people; the wage worker earning good wages; his family well clothed and well fed, and the stars and stripes, that emblem that represents freedom, the only banner borne at the head of the great army of labor; and the red flag of anarchy and its following driven out of our country.

Your Honor, on behalf of the Brotherhood of Locomotive Firemen represented here by these gentlemen, delegates of the fourth biennial convention, I desire to thank you for the kind address of welcome extended to us here to-night. It needed no words of yours to make known that we were welcome, for ever since our arrival we have had substantial evidence of the generous hospitality of the people of your city. You, my dear sir, have reason to be proud of your people, and we are glad that for a time we may remain among them. It will be the ambition of every delegate to enjoy the beauties and share in the blessings that are so generously tendered, and we hope that when we are compelled to depart from your midst that you will feel that our visit among you has not in any way marred the pleasantness of the week and that you may wish for our return.

To his excellency, the governor, we extend our sincerest thanks, also. A governor of the great commonwealth of Pennsylvania, who has won the admiration of his people by his faithful devotion to the interests of his state, we feel, sir, that to receive a welcome from you insures the success of our convention, and in our deliberations here, it will be our purpose to enact such laws and map out such a policy as will cause an increase in numbers and influence, and we believe from your utterances here that you will look with favor upon our organization as long as it is conducted upon honest principles and its membership respect law and order.

To our guests, the chief executive and representatives of sister organizations, we bid you welcome, and you can rest assured that in the Brotherhood of Locomotive Firemen you have an ally that will always be found ready to extend the hand of assistance in a substantial way, and

while we may not leave our situations to show our sympathy, when it cannot be done without violating our oath, we will contribute of our substance abundantly and aid your unions in all laudable undertakings. May success attend you in your labors to elevate the condition of your several crafts.

We would fail in doing our duty, did we not pay our respects to our lady friends who are with us here tonight. Their presence inspires our delegates to work faithfully to advance the brotherhood, and to sit in the sunshine of their beautiful faces is as refreshing as the morning air of the Alleghenies.

To our brothers of the different organizations located here in Harrisburg, who have so generously aided in making this reception a success, we bow a hearty appreciation and place upon the committee of arrangements the crown of merit for arduous duties faithfully performed, and with our hearts in full accord with the spirit of peace and brotherly affection, we say, "All hail to the Brotherhood of Locomotive Firemen."

During the following day Messrs. Gompers, Powderly, Everett, Moseley and Clark appeared before the convention by special invitation and delivered short addresses. It was pleasing to note that these addresses were all temperate and conservative, no appeal being made to passion or prejudice, and all were enthusiastically received by the delegates. It was evident from the reception given these remarks, that the convention was there in the interests of the Brotherhood with a fixed determination to preserve not only its autonomy, but its reputation. We are not advised as to any important changes in the laws but all reliable reports go to show that the old policy of the Brotherhood was found to be satisfactory, and that the convention declared in favor of continuing the same.

The faithful and efficient services of the principal officers of the organization, were recognized by re-election. Grand Master Sargent was re-elected without opposition. F. W. Arnold was returned to his old position of Grand Secretary and Treasurer, and J. J. Hannahan was again made First Vice Grand Master. Two additional officers for work in the field were chosen in the

persons of Chas. A. Wilson, Phillipsburg, N. J. and Chas. W. Maier, Parsons, Kan., who will hold the rank of Second and Third Vice Grand Masters, respectively. The convention also showed great discrimination in selecting W. S. Carter, of Taylor, Tex., for the important position of editor and manager of *The Locomotive Firemen's Magazine*. Mr. Carter is a zealous supporter of his Brotherhood, and of labor interests generally, and possesses the mental equipment necessary for the successful performance of his new duties. We take pleasure in welcoming him to the ranks of the craft, and predict for him a bright future.

Late in the session the following resolution was presented and adopted:

Whereas, There has been a disposition on the part of members of the Brotherhood of Locomotive Firemen in certain localities to disrespect and ignore the agreements with their employers by going on strike in direct violation of the constitution and by-laws of the order, and total disregard for the interest of their employer and the welfare of the Brotherhood, and,

Whereas, Such action is at all times condemned by the body as irrational, fanatical and illogical and injurious to both employer and employee; therefore, be it

Resolved, That it is the sense of this convention that such action on the part of our members be denounced, and that in the future we shall insist that they live strictly up to the laws of the order and the contracts under which they are working at all times and in all places, and we emphatically declare that when we enter into an agreement with any railroad company we will follow such agreements to the letter in accordance with the laws of the order. And we further demand on the part of other labor organizations that they do not interfere with members of the Brotherhood of Locomotive Firemen who are working under such contracts, and it is the sense of the body that, so long as we are not asked to perform work outside of our particular line of duty, we will comply with any agreements entered into with any railroad company.

Under such a policy and in the hands of so able and faithful a board of officers, the organization can surely meet with nothing but success.

Galveston, Texas, was chosen as the place for holding the fifth biennial convention.

Robert Collyer tells the story of a little girl with a vivid imagination which constantly led her into amazing extravagances regarding things which she claimed to have seen. One day, after an extraordinary exhibition of her inventive powers, her mother exclaimed in despair: "Oh, my dear! my dear! my dear! Don't you know that Ananias and Sapphira fell down dead on account of the lies they told? Don't you remember that terrible story?" "Oh, yes," responded the child, unabashed, "I saw them carried in after they fell down dead!"

Is *The Rutland Herald* shy of type? Or is it following the senseless style of abbreviation set by *The Boston Advertiser*? Listen to this: "The public schools will be closed to-day in

honor of the anniversary of the birth of G. Washington." This reminds us of an epitaph on a tombstone in a cemetery at Berne, Albany county, which concludes: "At rest with Christ." It is less profane, though equally as senseless.—*Troy Press*.

He Had Been There—Mrs. Jason—I wonder what them city folks won't do next! I seen in the paper that they are having vaccination bees now.

Mr. Jason—I guess about the time they get vaccinated real good and hard by a healthy bumblebee, they won't want no more of it for a while.—*Indianapolis Journal*.

Upholding the Faith—Sunday-School Teacher—Tommy, I was shocked to hear you swearing so dreadfully at that strange boy as I came in.

Tommy—I couldn't help it, ma'am. He was making fun of our kind of religion.—*Chicago Tribune*.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

SAFETY APPLIANCES.

This subject is one which has been of absorbing interest of late years, and that interest has been so strong as to crystalize itself into national law providing for the use of couplers which would obviate the necessity of men going between the ends of the cars to couple or uncouple them, and for the use of power brakes. So far but one type of power brakes has stood the test satisfactorily. In the matter of couplers many devices have been offered, all of which can be summed up under one or the other of two heads: Vertical Plane, or Link and Pin. Among the many interesting exhibits at the Union meeting in New York was an automatic coupler of the Link and Pin type which recommended itself to our very favorable consideration. The principle is one which has been used, by trainmen and yardmen, in a crude way, from the time coupling cars with a link began. The link is held in position by lateral sides on the pin. The weight of the pin holds the link up. The mouth of the draw head is bell shaped, and if cars are built regulation height from the rail the device can not fail to work. This cut will give an idea of the principle.

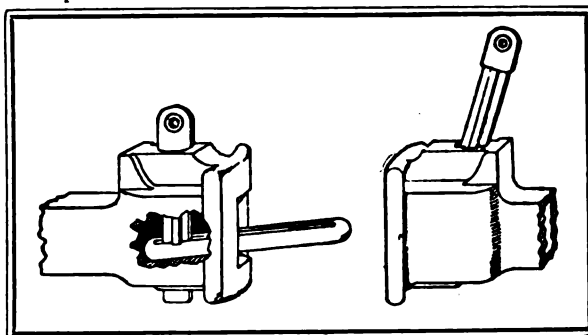
Some of its advantages are noticed in the following from the

August number of *The Official Railway Equipment Guide*:

"The Sam's Automatic Car Coupler Company are bidding for a share of the car coupling trade, and are very much encouraged by the progress made during the short time they have been in the field. Their device is of the Link and Pin type, but couples automatically by impact

coming fully within the inter-state commerce safety appliance law. The device is claimed to be the best ever invented of the Link and Pin type of couplers, and this proposition is generally conceded. The opportunity of the Sam's coupler, and which its promoters are endeavoring to utilize is found in the remarkable cheapness of the device as compared with couplers of what is known as the Janney type, the cost being less than one-half, or a saving of more than \$10 per car. Under the present trade conditions which have forced the railroads of the country, almost without exception, into serious financial difficulties, and with a compulsory law staring them in the face involving immense expenditures, it stands to reason that the opportunity to discount this outlay one-half will be most carefully considered."

It seems to us that the strongest argument in favor of this device is that its use can become universal without any of the dangers to the men and excessive cost to the companies accompanying the evolution from the old type to the Vertical Plane, as in adopting this all the old material can be worn out. We believe this type is the best, and this device to our mind fully meets the requirements of the law. From a practical standpoint, we should say the "Sams" will be a go.



In accordance with the provisions of a resolution passed by the senate, the Inter State Commerce Commission have been compiling some data regarding the ownership of railroads by foreign govern-

ments, and comparing the results obtained through such ownership with those resulting from the system in vogue in our own country. An interesting summary of their investigations was made public recently, and it must be admitted that their figures contain but little of encour-

ment for those who advocate government ownership. This is especially true with respect to the relative rates charged for passenger and freight service. In the passenger department Great Britain shows an average of 4.42 cents per mile for first class, 3.20 cents for second class and 1.94 cents for third class; or a general average of 3.18 cents per mile. In France the average is 3.86 cents for first class, 2.86 cents for second class and 2.08 cents for third class, or a general average of 2.93 cents per mile. In Germany the rate is 3.10 cents for first class, 2.32 for second class and 1.54 for third class, or a general average of 2.32 cents. In

the United States the average charge is 2.12 cents per mile. The same is true of freight charges, the average per ton per mile being: Great Britain, 2.80 cents; France, 2.20 cents; Germany, 1.64 cents, and in the United States but 1 cent. It is true that private ownership prevails in the country first named but there is certainly a striking difference between the rates maintained in the others, where government ownership largely prevails, and those paid by our own travelers and shippers. It will be difficult to convince the people of this country that they should seek relief in government ownership when the balance is so largely in their favor under the present system.

CONCILIATION AND ARBITRATION IN CANADA.

The idea of arbitration as a means of settling disputes between capital and labor, seems to be taking strong hold on the people, not only of our own country, but the others as well. With a view to making the application of the principle easy and securing the best possible results for all parties, the legislative assembly for the Province of Ontario, Canada, passed a law early last May known as "The Ontario Trade Disputes Conciliation and Arbitration Act." Something of the scope of the measure, may be gathered from this title, and as the subject is one of vital importance, a brief resume of the provisions of the act, may be found of interest.

By the provisions of this act the term "employer" is limited to such persons or corporations as give employment to ten or more workmen, and the "employee" must be under such an employer, or the law does not apply. A dispute may be over the price of work, whether it be with respect to wages or hours of working; damage of any sort done to the work; unfit material; the price of mining or allowances of all sorts made in mining; the performance of agreements; quality or quantity of food; dangerous or insanitary working places; dismissal or employment under agreement and dismissal for belonging to a trade or labor organization.

The plan of the act as outlined by its title is to use both conciliation and arbitration in the settlement of disputes, and the two functions are entrusted to entirely different bodies. In the first place the Lieutenant Governor appoints a Registrar who acts as clerk for both councils of conciliation and arbitration. He receives all applications for settlement, convenes the bodies mentioned, and keeps full record of the complaints made and of the hearings and findings thereon. A council of conciliation consists of four members, two nominated by each of the parties to the

dispute. Matters may be referred to this body by agreement or upon the motion of either party, and each party is entitled to be represented at the hearing by the managers of its own selection, numbering not more than three. When a decision has been rendered either party may order the entire matter referred to the appropriate council of arbitration for settlement.

Under the law there are two councils of arbitration, one having jurisdiction over general matters, and the other over such as pertain exclusively to railroads. These councils are each composed of three members, one elected by the employees, one by the employers of the province, the two selecting their own president. In case they fail to select the Lieutenant Governor appoints a man who will be entirely impartial. In selecting their particular representative on their council, each organization composed of railroad men exclusively, is entitled to one vote, and the other classes elect their representatives in the same way. Questions may be referred to a council of arbitration from a council of conciliation, as before stated; by consent of both parties, or where one party has made application for a council of conciliation and the other has not responded. Representation is the same as before the council of conciliation. Awards are made by a majority of the council, and must be returned within one month after the close of the hearing.

While some will doubtless criticize this act because it contains no provision for compelling either party to submit to arbitration nor for enforcing awards when made, we predict that it will prove the means of avoiding many expensive and destructive conflicts, and that public opinion will soon enforce this method of settlement when either party is willing to accept it. The thoughtful reader will not fail to remark that the act recognizes the right of the men to combine for ma-

tual benefit and protection, and also their right to be represented before the councils by men of their own choosing.

The principle of arbitration has been gaining ground in this country with wonderful rapidity during recent years. Wherever given an honest trial it has been proven an efficient means for the settlement of all labor troubles and for the establishment of the most amicable relations between employer and employe. In their recently published report the Massachusetts State Board of Arbitration pay the following tribute to the system:

"To sum up the results of our experience, we have no hesitation in affirming our sincere belief in the efficacy of conciliation, mediation and arbitration, as contemplated by the laws of this State, for the settlement of the differ-

ences between employers and employed. It is due to the workmen, considered as a body, and to the members of labor organizations that have come in close contact with the board, to say that there appears to be among them an increasing aversion to strike, and a more ready acquiescence in the adoption of methods that appeal to the sense of justice and to right reason. The very existence of a board ever ready to entertain such appeals, from whatever quarter they may come, is of itself a reminder of the excellence of peaceful methods in comparison with strife, and thus employers and employed, are compelled, as it were, to choose their positions more carefully, to be more reasonable in their demands, and more ready to make concessions for the purpose of meeting and proceeding together on common ground for their mutual advantage."

This is but an expression of the general belief, and judging by it, the time is now not far distant when the friends of labor may hope to see some form of arbitration and conciliation forever replace the costly conflicts that have marred the relations of employer and employed in the past.

MALICE, AMBITION OR IGNORANCE ?

J. McNab, a conductor on the L. & N. railway and a member of Division 89 of the Order of Railway Conductors, contributes an article on labor organizations to *The Southern Magazine* which shows very clearly that he either knows little or nothing of the laws and principles of the organization which has honored him with membership, or he has no desire to fairly present and discuss those matters. It cannot be claimed that his utterances do not apply to the O. R. C. because he names the six recognized organizations of engineers, firemen, trainmen, conductors, switchmen and telegraphers as the ones under discussion. In submitting his views he says: "They may be entitled to some consideration as based on my experience and observation as a railway employe and conductor for more than twenty years." Mr. McNab has been a member of the O. R. C. since April, 1891, and it would seem reasonable to assume that he had, within that time, fairly well acquainted himself with the laws which govern, the principles which underlie and the policy which is pursued by the organization he has voluntarily obligated himself to support and stand by. If his "experience and observation" in and of the matters upon which he essays to write have not been much more careful than his study of his own organization, his "views" are hardly entitled to the "consideration" he bespeaks for them. He says: "My experience leads me to believe that when men organize for proper mutual protection, but especially to secure such advantages as insurance, sick and disability benefits, etc., a great deal of good can be accomplished." This organization is "for proper mutual protection" and for the furnishing to its members of insurance and disability benefits, and were his

utterances to end there, the only question that could be raised would be a construction as to what constitutes "proper mutual protection." The principal complaint that is raised seems to be that the members of the organizations named are obliged to pay salaries to officers who devote their entire time to the interests of the organization and to pay certain dues and assessments. On this subject, he asks: "Suppose the members of these orders instead of maintaining the orders, should invest in some safe and remunerative way the money they now pay annually to these officers and like expenses, would they not be better off? Could they not thus obtain surer protection for themselves and their families than they now get in the orders?" It is true that the officers of these organizations are paid salaries and it is true that certain dues and assessments are of necessity paid in order to maintain the local divisions and to arrange for committees to represent the men in transacting their business with the managements of the roads. The stress laid upon the question of officers' salaries and protective fund would lead to the belief that a heavy burden rested upon the members in those directions. The grand dues of this Order are \$2 per member per year. The fund thus created amply provides for all salaries and other expenses of the Grand Division and each member is furnished with THE RAILWAY CONDUCTOR without further charge. The protective fund was established in March, 1892, and since that time no member has paid more than \$3 to that fund.

We have never made a point of parading our accomplishments in the interests of our members, but we will take as an example, one system of railway (located entirely east of Chicago, conse-

quently, it cannot be claimed that it is an extreme example) and see how his argument will hold out. On the system in question there are employed more than six hundred members of this Order. Four years ago the men employed as passenger conductors received from \$90.00 to \$100.00 per month, regardless of the amount of extra work or excess mileage they might perform. Freight conductors were paid from \$2.50 to \$2.75 per trip or per hundred miles, regardless of the length of time necessarily consumed in making the trip. Within two years, as a result of the efforts of the men themselves and this organization, the pay of the passenger conductors was increased to from \$100.00 to \$140.00 per month for less mileage than they formerly performed, and within three years the pay of freight men was increased to the uniform rate of \$3.00 per trip or per one hundred miles with a proportionate allowance for all excess hours worked as over-time. We will not take the extreme case of the conductors who were working for \$2.50 per trip, but will take the men who were receiving \$2.75 per trip. If he worked thirty days, he earned \$82.50. Now, if he works thirty days, he earns \$90.00 without any over time, an increase in his monthly rate of \$7.50 or of \$90 per year, which is more than six times as much as his membership in the organization, including all assessments and dues of any nature whatever has cost him in the most expensive year. This has been accomplished without even straining the pleasant, friendly relations that exist between the organization, its representatives and the officers of the company in question, without the loss of a single day's time on the part of any member unless he was acting as a committeeman appointed by the men.

Mr. McNab suggests that a far better plan of organization can be adopted, "based on a friendly understanding and voluntary co-operation between the railway companies and their employees. I believe it would be much better for both if, instead of the railroad orders as now constituted, there should be organized one (and but one) protective association for each of the railway systems of the country to be composed of all employees of that system." As indicative of the probable effect of such organization as Mr. McNab advocates, we, without further argument, refer to the history of the K. of L. troubles on the Gould Southwestern system and of the troubles from which our western railroads have lately emerged.

After repeating the axiomatic fact that the prosperity of the company affects the interests of the employe, Mr. McNab says: "But the railway orders as now constituted and directed do not contribute, and are not intended to conduce to

successful management of the properties." It is unfortunate for Mr. McNab that his opinions are not coincided in by some of the most able and prominent railroad managers of the age, as well as other men of national reputation to whom we shall refer. The general superintendent of one of the largest systems of road centering at Chicago, in talking with a committee of his men during the late labor troubles, made use of the following expression:

"The O. R. C., B. R. T. and B. L. E. have always stood by this company and the company is willing to continue its business relations with them and we don't want to see them broken up. * * * If this thing is allowed to go, it will wipe out all the established railroad organizations, the good organizations I refer to. Take the Trainmen on the — Division. Before they had organization there, there was trouble nearly every week. If the trainmaster did not suit the men, they would tie the road right up. Since the men joined the organization, they have been educated up to an understanding that 'flying off the handle' is not business. We have had more satisfactory service from the men there since than we ever did before. We do not want these relations wiped out. The men are better satisfied now. Things are going on smoothly and the work of the road is better done. The discipline in the service is better, for where there are objectionable members, common drunkards and dishonest men, they do not allow them to remain. There is no way to do that as well as to have thoroughly organized organization in the hands of intelligent and capable men to handle them. It would be an injury to the railroad service to have the O. R. C., B. R. T. and B. L. E. wiped out and I think every officer in a position to know anything about it feels the same way. * * * I believe that men are making a great mistake by extending sympathy in a case of this kind. I believe they are doing wrong, doing wrong to themselves; they are weakening their organizations, which are the best friends they ever had. * * * I am talking to the members of an organization that I respect, that I value and that I want to hold together. I do not want to see them disappear from the face of the earth, as they will if this thing goes through. Take our own case here. This railroad will stop and every wheel will stand still from now till doomsday before the management will give in to the American Railway Union. Rather than surrender the railway service to that organization, the railways will resist until the destruction of one side or the other is complete. You are not in it. Your organizations have not let you go into it because your leaders are too intelligent."

The Vice President of another very large system, in denying the charge that that company contemplated abrogating its agreements with its employes, said: "We are not unmindful of the position taken by our conservative employes, members of organizations in the late troubles, and personally, I would rather leave the railroad service than to undertake at this time to make war on the conservative labor organizations."

In the most exhaustive hearing of these questions that has ever been made by any court or tribunal, other than the interested parties themselves, made by the United States Circuit Court of the District of Nebraska, Judges Caldwell and Riner presiding, the following from the decision of that court is indicative of the conclusions reached as to the effect of the influence of these organizations:

"These rules, regulations and schedules were the result of free and voluntary conferences held from time to time between the managers of the railroad and the officers and representatives of the several labor organizations, representing the men in the different sub-divisions of the service, namely, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Order of Railway Telegraphers, the Union

Pacific Employees' Association and the Brotherhood of Railroad Trainmen. These labor organizations, like the rules, regulations and schedules, had become established institutions on this system many years before the appointment of the receivers. Two of the ablest railroad managers ever in the service of this system and probably as able as this country has ever produced, Mr. S. H. H. Clark and Mr. Edward Dickinson, now General Manager of the road, testify that these labor organizations on this system had improved the morals and efficiency of the men and had rendered valuable aid to the company in perfecting and putting into force the rules and regulations governing the operation of the Union Pacific Railroad, which, confessedly, have made it one of the best managed and conducted roads in the country. The managers of this great transcontinental line testify that it has been their policy to bring it up to the highest standard of efficiency and to afford to passengers and freight transported over it all the security and protection attainable by the exercise of the highest degree of intelligence on the part of those engaged in the operation of its trains, and they cheerfully bear testimony to the fact that their efforts in this direction have been seconded and materially aided by the labor organizations which are represented in this hearing."

Again, from the same decision:

"The legality and utility of these organizations can no longer be questioned."

Instances similar to these could be multiplied, if necessary, or if space would permit. We are informed that the management of the road by whom Mr. McNab is employed, in employing men to fill vacancies caused by retirement of employees from their service during the late troubles, gave decided preference to men who were members of the organizations.

Mr. McNab says:

"One great trouble, the worst of all the evils we have had, arises out of the present system of organization, and I think it would never occur if the methods I suggest were adopted. A grievance occurs on some road or system,—perhaps because some member of some one of the orders is discharged, perhaps for neglect of duty. At once the order takes the matter up and says to the management, 'You must take back the discharged man or we will strike.' Now, the order is composed of employees on all the different railroad companies and systems, as I have said, in the country. The command to strike, therefore, is directed to all employees who work on railroads everywhere. If there is a strike on one road, it involves all other roads exchanging business with it, and sometimes, out of sympathy, it extends further."

Again, he says:

"Just so long as these different orders exist in their present form, so long will troubles we now have be unavoidable. Discontented men, who are never satisfied, can always breed trouble. The men who wish to be quiet are at the mercy of those who want excitement and trouble. When the ball is started, it is hard to stop. A man is discharged for neglect of duty or some deliberate offense; then a strike is ordered; then other railroad orders take it up out of sympathy or because their members refuse to work with new men."

These statements, so far as this Order is concerned (and it is one of those that Mr. McNab writes about), are simply and entirely false. Either Mr. McNab has never read the laws of the organization in which he holds membership, or, as we said at the beginning, he has no desire to truthfully represent them. The laws of the organizations named by Mr. McNab, without exception provide that, before any strike can be entered upon, two-thirds of the members directly interested must have voted in favor of such action, and it is a well established fact that the extreme of a strike is never resorted to by these organizations except in support of a cause which

they would willingly submit to the arbitration of any fair-minded, disinterested board. The strike is an absolutely last resort. The possibility is wisely provided for, and that the protective principle is considered as worthy of adoption by Mr. McNab, is evidenced by his careful insertion of the word "protective" in describing his proposed organization.

It is to be regretted that individual members of these organizations forgot their allegiance and their duty, under the influences brought to bear upon them in connection with the late labor troubles, but that the plan of organization adopted by the organizations under discussion operates as described by Mr. McNab, is emphatically and successfully denied by the position taken and maintained by the organizations. The Son of God, when on earth, selected twelve apostles, but among them he found a Judas. The church is never entirely free from hypocrites. Government is never entirely free from traitors. Labor organizations are never entirely free from the weak and vacillating or the unworthy, and, while it is generally conceded that they have done much to elevate the standard, they have not, as yet, succeeded in making the "leopard change his spots." The claim or idea that membership in another organization or under another name will change the nature of the man is simply ridiculous.

Mr. McNab asks, "Why is it that no official of any railroad company is ever a member of one of these orders? If the interests of the orders and the interests of the companies were the same, this would not be so, but the railway officials would sometimes belong to the orders." We could name, without any difficulty or hesitancy, at least fifty members of this Order who are railway officials, and without very much trouble the list could be run up into the hundreds.

There is considerable more of Mr. McNab's article, which is hardly worth discussing in detail. He maintains that the interests of the employee and of the employer are identical. This is one of the fundamental principles of the organizations which he criticises. He contends that the best results would follow the establishment of a feeling of confidence between the managements and the men. The efforts of these organizations have been put forth more in the interests of establishing that same feeling of confidence than in any other direction that can be named. He reasserts those principles which have been declared by the organizations, that a man should not be discharged without good cause and without a careful investigation of the facts in the case, and various other matters, for which he certainly cannot claim

the merit of originality. His entire article is a re-declaration of the principles advocated by the organizations and a misrepresentation of the facts connected with the policy and administration of affairs within the organizations. The question very naturally arises, if Mr. McNab believes the organizations, as at present constituted, such a menace to the interests of the members, why does he retain membership in one of them, and if he does not believe his statements, what prompts him to make such misrepresentation of facts?

If the article in question came to the notice of railway employees only, it could do no harm, as

every one of its readers would instantly recognize the misstatements, but appearing in a literary magazine, it is read by many who have no personal or practical knowledge of the facts and so it does its damage by leaving an entirely erroneous opinion of the organizations, their objects, aims, policies and practices.

After expending so much effort to have the principles and policies of the organization understood by the people, that they might impartially judge them, it is discouraging and aggravating to see them stabbed in the back of their friends and by those who have voluntarily promised to support and stand by them.

GARMENT MAKERS' STRIKE.

Of all the outrages perpetrated upon the working people of this country there have been none so infamous as those finding cover under the so-called sweating system. Through this system the manufacturers and contractors have been enabled to grind down their workers until the wages paid for a day, consisting of 16 hours of the most trying labor, meant nothing better than slow starvation. Men, women and children were huddled together in rickety tenements, forced by the greed of their taskmasters into a life where health and strength were slowly undermined, while every sense of morality and decency was being deadened and destroyed. Such a deplorable condition of affairs could not long pass unnoticed, and strenuous efforts were made from time to time by the true philanthropists among the labor organizations and charitable societies to so place it before the people that the wrongs of these unfortunates might be righted. Good as were the intentions of these people, their efforts were of no avail and nothing in the way of a permanent reform was accomplished until the Garment Workers, supported by the American Federation of Labor, took up the fight in behalf of themselves and their fellow workmen, and compelled the abolishment of the system that was crushing them. Through the kindness of Henry White, General Auditor, United Garment Workers of America, we are enabled to give the following brief account of the struggle and of the gains to oppressed labor effected by it:

The prospect of the great army of tailors of ready made clothing who work under what is well termed the sweating system, seemed but a few weeks ago to be one of utter despair. In fact, so pitiful was their lot that law-makers and philanthropists made many efforts to remedy the fearful abuses prevailing in the clothing industry. The results of these endeavors were very small, however. But to the surprise of all, and perhaps to themselves, the clothing workers arose in one grand movement in the cities of New York, Brooklyn and Newark and completely overthrew the task or sweating system which had been established in the trade for the past nineteen years.

The unions of the trade that connected were with the United Garment Workers of America represented but a small proportion of the tailors previous to the strike. Their constant agitation, however, took root, and when the call was issued for battle all the workers of the trade responded, without even any means of support in sight. The struggle lasted but two weeks and a half. The Contractors' Association agreed to the demands regarding hours and wages, but refused to give any security for the faithful observance of the agreement. The men refused to trust the contractors association owing to their former dealings with them, in which agreements were violated almost as soon as made, and they resolved to deal individually with the contractors.

Within two weeks over 500 contractors, employing about 10,000 people, signed the union's agreement, which stipulated that ten hours should constitute a day's work, wages should be paid weekly; no overtime to be permitted; only union men to be employed, and the minimum rate of wages to range from nine to fifteen dollars, according to the stated division of work. The great contrast to the task, piece or sweating system that the terms of the agreement present can be judged from the fact that previously a set of four men had to do say a task of twenty coats per day for a weekly wage. As this task is almost impossible to accomplish in one day, it was carried over to the next, and at the end of the week, after working at an average of sixteen hours per day, the set of workers were usually entitled to but half of a week's pay. As the contractors competed against each other for patronage from the wholesale manufacturers, the prices were usually cut, and the contractor got even by increasing the day's task. Thus we have a most ingenious system for obtaining a maximum amount of work for a minimum wage.

This great success has stirred up the tailors of other cities and other branches of the trade, and now the five thousand tailors of Boston, of the same national body, are on a strike for the same conditions, excepting their demand for the nine hour work day, instead of ten. The cloak makers and shirt makers have joined in this movement with great success also. The clothing cutters, who work directly for the manufacturer, are the best off because of their long trade union experience. Their average wages throughout the country is twenty dollars per week for nine hours per day. They represent about one-eighth of those engaged in the trade.



The union label which the national union issues to be placed on all union and fair made clothing, cloaks, overalls, shirts, etc., has afforded much practical work in improving the trade and the union. A number of large manufacturers in various parts of the country have adopted this label, and the demand made by union men and friends upon the retailer for union labeled garments is steadily increasing.

Railroad men could greatly assist in this practical work. Surely the achievements of the garment workers, since

the past few weeks, ought to become an inspiration to the workers of America to elevate their condition through the power of their trade unions.

From the history of this movement it will be seen that public opinion is not always against a strike. The sympathies of the people are governed by the merits of the individual case, and they are not often wrong. In this instance there was no room for doubt. The atrocities of the sweating system had only to be made known to bring down upon it the condemnation of every man who had a spark of fellow feeling left unexinguished in his bosom, and the men who, in the

face of every discouragement, with a feeble organization and no resources but their own fortitude, undertook to free themselves from it, were accorded the most hearty support from the very first revolt. The entire country is to be congratulated upon their speedy and complete victory over a system little or no better than the most abject serfdom, and it is to be hoped that the self-respecting men of the nation, without regard to class or calling, will see to it that no such degredation is again forced upon the American workman.

PRACTICAL POLICY.

We invite a careful reading of the following address delivered by Major J. W. Thomas, president of the N. C. & St. L. R'y, to the workmen of Chattanooga, at their celebration on September 3d. It is full of sound, practical sense, and its principal force lies in the fact that it comes from a man who is always ready to practice what he preaches:

Fellow Citizens—I stand before you to-day not as a representative of capital, nor as a representative of labor, but as a business man, trained for many years in the management of a vast property, with millions of capital on one hand, and thousands of wage earners on the other. With this practical experience, I shall tell you what I believe to be the rights and wrongs of labor, the rights and wrongs of capital, and what course I think should be pursued to promote the best interests of both labor and capital, thereby enhancing the welfare and prosperity of the American people.

Every man has the right to work or not to work, as he may see proper. To say to a man you shall work, implies one a master, the other a slave. To say to a man you shall not work, unless he has voluntarily surrendered that privilege, implies that he is to be arbitrarily deprived of a right guaranteed to him by the laws of the land.

Every man has a right to sell his labor for the best price he can get. With these rights, the right to work or not to work, as he may see proper, and the right to sell his work at the best price he can get, the race of life is free to all, and everyone by energy and industry, with sobriety and frugality, can earn a competency, and command the confidence and respect of his fellow man.

It is wrong to reduce wages to such an extent that men cannot earn a fair compensation for their labor. It is wrong to withhold wages so that laborers lose their credit because they cannot meet their obligations.

It is wrong to pay wages in script, upon which the wage earner has to suffer a discount before he can get his money. It is wrong to require laborers to purchase their supplies at any given store. Wages earned should be promptly paid, and the laborer has the right to spend it when, where and with whom he pleases.

It is often said that capital and labor are antagonistic; such is not the case. On the contrary, capital and labor are jointly interested in all the great enterprises of the age. Capital furnishes the use of land to the tiller of the soil; mines to the miner, machinery to the mechanic, goods to the merchant, ships to the sailor, and railways encircling the earth to the railway operatives. Capital furnishes the plant, labor furnishes the intelligence, muscle and skill with which to operate them.

As labor should be protected in its right to earn a fair compensation for its services, so capital should be permitted to enjoy its rights of property and receive a fair return upon its investments. To deny these rights is a wrong, not only to capital, but to labor—for capital cannot be secured to develop the resources of the country unless its property rights are protected to the same degree as may be extended to all other citizens.

We have in this country two extremes—amassed wealth and poverty. A few enjoy one, and thousands endure the other. Fortunately we have a large intermediate class; business men, professional men, farmers, men employing both capital and labor, together with a host of wage earn-

ers; men who have accumulated small amounts of capital. With this class rests the hope of the country for a solution of the true relations which should exist between capital and labor. This solution does not rest with either of the great political parties. It cannot be found in government ownership, for the best and most competent men are not always in charge of governmental affairs; nor is it in government control, which to some extent has been tried upon railroads, and has resulted in a general consolidation of the larger lines, and the almost universal bankruptcy of the smaller roads; nor can it be found in compulsory arbitration, for we cannot compel a man to work unless he is willing to do so; nor can you force an employer to continue in business unless it is to his interest to do so; nor can the solution be found in labor organizations, which should be for mutual aid, benefit and advancement, striving to make their members better workmen, better citizens, enabling them to offer the best service for the best wages; nor in strikes, which always inflict more injury upon labor than upon capital; nor in boycotts, which usually do more damage to innocent parties than to either of the contestants; nor in mobs, which for the time being defy all law and become public enemies. The solution of this grave question does not rest in any of these directions, but is more probably to be found by intelligently considering the other side, exchanging places, standing in others' shoes, and by an observance of the divine principle, "Do unto others as you would have them do unto you." If a solution can be reached by the interested parties upon this basis, voluntary arbitration by disinterested parties should be resorted to.

The arbitrators should be mutually selected, not one from each side, and in case of disagreement the two to select a third, but the entire board, three or five, should be mutually agreed upon. The arbitrators should be men of intelligence and ability, with decision of character, able and willing to decide questions upon the facts, without fear, favor or affection, and not mere mediators, securing concessions from each side, and striving to please both parties.

It has been urged that the decision of such a board could not be enforced. So far as the employer is concerned, if he could not be compelled by the courts to comply with his agreement, public opinion would force him to do so. With the employees, such a decision could be made binding by the various labor organizations, recognizing the principle of voluntary arbitration, and disciplining or expelling any member refusing to abide by such a decision. With a definite agreement, that all differences between capital and labor should be adjusted by voluntary arbitration we would have a restoration of confidence which would soon result in a revival of business, a re-opening of mills, factories, and furnaces, causing a demand for labor which would inspire many a wage earner with hope, and give comfort and contentment to many an humble home, and as a nation, we would have passed another milestone in the progress of civilization.

The importance of a permanent and satisfactory adjustment of the labor problem cannot be overestimated, as with the present distrust and discontent, there can be no material progress and no great degree of prosperity, for capital cannot be secured for any great enterprise unless there is security for the investment and a fair return probable; and in my opinion, voluntary arbitration is a solution of this question which would be for the best interest of both capital and labor, and would promote the welfare and prosperity of the American people.

JUDGE JENKINS REVERSED.

In December, 1893, two injunctive orders were issued by the United States Circuit Court for the District of Wisconsin, Judge J. J. Jenkins presiding, in which certain named representatives of the railroad brotherhoods, the employees of the Northern Pacific Railway Co., and all persons generally, were restrained from doing many things which they had never contemplated doing. These injunctive orders went so far in the direction of interfering with the individual rights and freedom of those most interested that it was decided by the officers of the organizations of which they were members to make a test case on the question of whether or not a judge of the U. S. Courts had the right to restrain the officers of organizations, and other persons, "from ordering, recommending, approving or advising others to quit the service of the receivers of the Northern Pacific Railroad on January 1, 1894, or at any other time," or "from combining and conspiring to quit, with or without notice, the service of said receivers, with the object and intent of crippling the property in their custody or embarrassing the operation of said railroad, and from so quitting the service of said receivers, with or without notice, as to cripple the property or prevent or hinder the operation of said railroad" (Italics ours.)

In the name of the allied brotherhoods and orders of railroad employees motion was made to modify these restraining orders by striking out the parts quoted. This motion was argued before Judge Jenkins, and on April 6 his decision was handed down modifying the original injunctive order by striking out that portion restraining from "ordering, recommending, approving or advising others to quit the service," etc.; in other respects the motion was denied. Appeal was taken to the Appellate Court, and on October 1st the decision of that court was handed down reversing the decision of the lower court and further modifying the writs by striking out that portion which restrains the employees from "so quitting the service of said receivers, with or without notice, as to cripple the property or prevent or hinder the operation of said railroad." In this connection the court says:

"But the vital question remains whether a court of equity will, under any circumstances, by injunction, prevent one person from quitting the personal service of another? An affirmative answer to this question is not, we think, justified by any authority to which our attention has been called or of which we are aware. It would be an invasion of one's natural liberty to compel him to work for or to remain in the personal service of another. One who is placed under such constraint is in a condition of involuntary servitude—a condition which the supreme law of the land declares shall not exist anywhere within the jurisdiction of the United States."

The railroad organizations have always con-

ceded that violent interference with property with the movement of trains or with those who desired to work, was a violation of law, and punishable as such. Entertaining no desire to commit these acts, no objections were entertained to the issuance and existence of any number of injunctions restraining from their commission. We never believed that it was consistent or within the authority of a court to restrain men from "advising" each other or to restrain employees from quitting their employment at such time as they might choose, even though such quitting might result in hindering the operation of the road.

Judge Jenkins' issuance of these writs and his decision on the motion to modify seem to be based entirely upon the opinion that it was impossible for a lot of men to strike or quit their employment in concert, without resorting to violence and unlawful practices. That no restraint was felt under the injunctions, except in the particulars mentioned, is evidenced by the fact that the only effort that has been made was to secure a modification. No effort has ever been made to have these writs dissolved. So far as the Northern Pacific case was concerned, the questions at issue were amicably disposed of in conference between the receivers and representatives of the men. If the effects of Judge Jenkins' action had been or could have been confined to the Northern Pacific system and to the case then at issue, no question would have been raised. His example was quickly followed, however, by Judge Dundy, of Nebraska, in the Union Pacific controversy. Judge Dundy afterward stated from the bench: "I have got myself into difficulty, as you can readily see, by following the example Judge Jenkins made in the Northern Pacific case." Judge Dundy's order was promptly vacated by the U. S. Circuit Court, and we believe that the strongest argument against the use of the injunction in cases of this kind is contained in the following from the decision rendered by Judges Caldwell and Riner in the Union Pacific case:

"When property is in the custody of receivers, the law declares it to be a contempt of the court appointing them for any person to interfere with the property or with the men in their employ. No injunctive order can make such unlawful interference any more of a contempt than the law makes it without such order. Such orders have an injurious tendency, because they tend to create the impression among men that it is not an offense to interfere with property in possession of receivers or with the men in their employ unless they have been especially ordered from so doing. This is a dangerous delusion. To the extent that a special injunction can go in this class of cases, the law itself imposes an injunction."

The exceptions taken to the injunction issued by Judge Jenkins, seem to have been well founded in the face of his own modification of the order, the decision of the appellate court and the finding

of the Congressional Investigating Committee, in whose report may be found the following vigorous denunciation of the injunctive orders: "Your committee has no hesitancy in declaring that the orders rendered were a gross abuse of the power of the court, were supported by neither reason nor authority, were beyond the jurisdiction of the judge, and were therefore void."

At the hearing on the motion to modify the injunctions, the following definition of a strike was given by the Grand Chief Conductor, and concurred in by the representatives of the other organizations:

"A strike is a concerted cessation of or refusal to work until or unless certain conditions which obtain or are incident to the terms of employment are changed. The employee declines to longer work, knowing full well that the employer may immediately employ another to fill his place, also knowing that he may or may not be re-employed, or returned to service. The employer has the option of acceding to the demand and returning the old employee to service, of employing new men, or of forcing conditions under which the old men are glad to return to service under the old conditions."

All that is or has been claimed by the organizations in this particular, is expressed in this definition. We have stoutly maintained that we had a right to counsel together and to act in concert so long as violation of the laws of the land, was neither counseled nor committed. An abiding

faith that these principles would be upheld by the courts, has been maintained, and this decision is, to us, neither a surprise nor a disappointment.

In this connection it is interesting to note that the best legal thought of the country is in full accord with this decision by the appellate court. Judge Seaman, of the U. S. Court at Milwaukee, when instructing his grand jury regarding the examination of the men who will appear before that body next week, charged with interfering with the transportation of the mails, said:

"You will be called upon to listen to testimony against parties who are charged with interfering with transportation of the United States mails. This is an important statute, the enforcement of which is necessary to the proper conduct of the government's business, and any violation of which should receive the law's penalties. In considering the testimony on this subject, however, you will remember that the mere act of a railway employee in resigning, is not an act of conspiracy. He has a right to leave the employ of the company, and in so doing he is not necessarily conspiring within the meaning of the statute. But the effort to influence others to strike, or threats or intimidation of employees, must be considered as contrary to the statutes."

This is a practical recognition of the principle for which we have been contending, and is another evidence that the time is rapidly approaching when it will be difficult to convince even the lawyers that the right of employees to quit, either alone or in concert, could possibly be questioned.

THE NORTHERN PACIFIC MEN NOT STRIKERS.

Referring to the decision of the Appellate Court in reversing the decision of Judge Jenkins, the *Chicago Herald* says:

"If the case, which is that of the Northern Pacific strikers last December, shall be appealed to the United States supreme court, doubtless Justice Harlan's affirmation of the law will be sustained. He is one of the ablest and most enlightened jurists on the supreme bench, and he has given to this case elaborate study and care. It is desirable that an appeal shall be taken in order that a judgment of the highest American court may be had on this subject, which is of the greatest practical importance."

It is not fair to refer to the employees of the Northern Pacific at that time as strikers. The receivers of the company advised the men that they proposed to materially reduce their wages, effective January 1st, 1894. In December, the men sent a committee of employees to St. Paul for the purpose of conferring with the receivers and endeavoring to secure the recall or modification of this order. While the conferences between this committee and the management were actually being held, the restraining orders were issued, the purpose aimed at being clearly set forth in a letter written by Gen. James McNaught, as counsel for the receivers, to his associate, Mr. Geo P. Miller, of Milwaukee, on the day before that set for a conference between the management and the men, which Mr. Miller testified be-

fore the Congressional Investigating Committee was laid before Judge Jenkins and read by him before the supplemental order was issued. In this letter Mr. McNaught said: "The petition should be broad enough to prevent the various labor organizations from taking any steps tending to facilitate or assist in the making of an order to strike. It should prevent the thirty-two people with whom our operating officers are to meet and have conference to-morrow from making reports, advising a strike. * * * Another proposition, and that is, whether or not you can obtain from the court an order restraining the employees of the Northern Pacific, under the peculiar circumstances surrounding this case, from quitting the service of the company in the winter time without giving the company at least fifteen days' notice."

Attention was particularly called to the fact that no court had ever issued such order. The only argument offered in support of this petition was the inconvenience the company and its patrons would suffer on account of inability to promptly secure other men.

The General Manager for the receivers testified before the Congressional Investigating Committee

that no threats or talk of strike had been engaged in by the representatives of the men, and that he had no good reason to believe that the officers of the organizations contemplated advising a strike.

The supplemental injunction was clearly for the purpose of preventing the committee who had been sent as representatives of their associates from advising them to retire from the service of the company if circumstances should so shape themselves as to render such advice, in their opinion, proper. It also contemplated requiring the employes of the company to remain in its service even though it was against their will to do so.

These two points were very clearly covered in the order which was issued, and upon these two points the motion to modify and all arguments in support of such motion were based. The court, of course, assumes "For the purpose of this hearing" that the intervenors admitted the correctness of the estimate of existing conditions set forth in the petition of the receivers for the restraining orders. The admission was simply "For the purpose of this hearing" and to emphasize the objectionable portions of the writs. The facts are that, while anxious to prevent the reduction in their wages if possible, the employes of the Northern Pacific at that time were, by overwhelming majorities, strongly opposed to the

idea of a strike. While such sentiments were entertained by the men, the officers of the organizations would be impotent to precipitate a strike, even were they inclined to do so.

In as much as no motion has ever been made to dissolve; inasmuch as the two modifications prayed for have been granted, one by Judge Jenkins, the other by the Appellate Court, we are unable to see in where, from the standpoint of the intervenors, there is any occasion for appeal to the supreme court. The only objections to the restraining orders on the part of the organizations who made the effort to have them modified have been clearly sustained. The policy and practices of those same organizations is in close harmony with the decision of the Appellate Court.

We join the *Herald* in saying:

"This luminous interpretation of the law of strikes should be read by every man in the community. Laboring men should study it to learn the exact nature of their rights if disputes arise between them and their employers in regard to wages or any other subject. Leaders in the labor unions should take it as a text book, a guide, instructing them in the law by which they are bound in regard to strikes."

Also in the following:

"Midnight injunctions do not suit the spirit of the American people, which above all things demands fair play. If the courts cannot establish rules providing that both sides shall be heard before the most powerful engine of the court is set in motion, then congress must."

COMMENT.

In his history of the French Revolution, the historian, Taine, thus remarks on two radical evils of the ancient regime: "In the structure of the old society there were two fundamental evils which called for two reforms of corresponding importance. In the first place, those who were privileged, having ceased to render the services for which the advantages they enjoyed constituted their compensation, those privileges were no longer anything but a gratuitous charge imposed on one portion of the nation for the benefit of the other, and hence the necessity for suppressing them. In the second place, the government, being absolute, made use of public resources as if they were its own private property, arbitrarily and wastefully; it was, therefore, necessary to impose upon it some efficacious and regular restraints." It strikes me that with respect to the first of these evils, at least, we have the parallel of the ancient regime in the United States. For years and years we have granted privileges to private corporations upon condition, expressed or implied, that they do certain things for the people in exchange for those privileges;

and these corporations have almost invariably "ceased to render the services for which the advantages they enjoyed constituted their compensation." Hence the necessity which now arises for suppressing those privileges.

* * *

The theory of our tariff policy has always been that the privileges which were extended by the government to tariff beneficiaries were granted on condition of a certain service to be performed for the benefit of American workmen. The implied contract has been that in consideration of the government aiding certain privileged persons to make higher profits than are made in the same lines of business in other countries, they, in turn, would pay higher wages than were paid to workmen in other countries. There has been much talk concerning an American rate of wages and an American standard of living, and the necessity for maintaining them; and the tariff beneficiaries have virtually said to the government: "You take care of us and we will take care of the workmen, and see that the American standard is maintained." But, notwithstanding that the privilege,

have been extended and increased, and confirmed and reconfirmed, from time to time, the American workingman has failed to receive his share of the profits which were conditioned upon the privileges granted, and the American standard has not been maintained. The beneficiaries of our governmental policy have failed to perform their part of the contract; and it has come to pass that the pretense that the policy was for the special benefit of the American workingmen, has virtually been abandoned, and the beneficiaries have come out boldly with the demand that government be run in their interests without any reference with their relation to the workingmen. The interests of the workingmen in the transaction have been wholly ignored. This being true, it is high time the privileges were suppressed. It is not only in connection with the tariff matter, either, but through the whole range of privilege we shall find, upon investigation, that there has been gross neglect in the performance of certain duties or services for which the privileges were to constitute compensation.

* * *

One is continually running across statements of fact which are different from what one would expect to find them, as, for instance, that railway passenger fares average nearly twice as high in the United States as they do in Canada, is a fact which I imagine is not generally known; it is a condition which I, at least, would have said did not exist, that is, speaking from general knowledge, merely, and without having seen the figures. But it is a fact, nevertheless, according to figures which appear in a statement made to the Senate on August 27, relating to railroad ownership by foreign governments, by the Chairman of the Inter-State Commerce Commission. Although these figures are taken from statistical reports for the year 1888, I never happened to run across them before, and they were a surprise to me. They show passenger rates to be 1.8 cents per mile in Canada, while in the United States they are 2.34 cents per mile. In no other nation except Norway are first-class passenger fares as low as in Canada. Freight rates in Canada are slightly in excess of the rates in the United States, but both countries show the same percentage of working expenses to gross receipts, and the percentage of interest paid on capital invested is 1.7 in Canada as against 3.1 in the United States. There is some food for thought in these figures. Canada has a railroad system which is far beyond her needs as a country, and it is certain that the Canadian roads could not keep out of bankruptcy for a year if they were deprived of the percentage of the carrying trade of the United States which

they depend upon for their existence. Our government attempts to control and regulate the competition of our own roads by the interstate commerce act, and then it permits the Canadian roads, which cannot be controlled by the act, to enter our territory at half a hundred points between the two oceans and compete for strictly American business; business which ought to go to support American roads and employ American labor. It is said that the C. P. R. keeps a permanent lobby at Washington. For what? To look after its interests. But what interest has the C. P. R. in American legislation? The interest paid on capital invested in Canadian railroads is paid by American business; the roads could not begin to earn running expenses without it; and the lower average of passenger rates represents, to a great extent, the keenness of the Canadian competition to get that business. The Canadian roads ought to be compelled, wherever they come in competition with American roads, to submit to the same regulations which the latter do.

* * *

Speaking further of this report relating to railroad ownership by foreign governments, it is a sort of a special plea against government ownership, and the advocates of government ownership, from the standpoint of economy, at least, will not derive much comfort from it. Roads under private ownership are shown to be cheapest to the public, as regards freight and passenger rates, of any in the world, the United States and Canada being at the foot of the list, that is to say, the cheapest of any when both freight and passenger rates are considered. But that is not all there is to the question of government ownership, by any means, although it is the point of especial prominence in this little report. And, too, it is a point that is supported only by the evidence of Canada and the United States, as the highest rates in the world occur on the railroads of Turkey, which are exclusively under private ownership and operation, and the next highest occur in Spain and Great Britain, which have their railroads also exclusively owned and operated by private parties, and Great Britain must certainly be conceded to have the most efficient system of government control, under private ownership, in the world. The matter of rates is one which depends on conditions prevalent in each country by itself, and it is not the whole of the railroad question by a long shot. The views of many prominent persons are presented in this report, their general tenor being against government ownership. Inter-State Commissioner Veazey's views are given as follows: "In my judgment there is no adequate necessity for our

country to try that which I think would be a dangerous experiment of the Government in assuming the enormous burden of debt which the acquisition of all the railroads would involve, and to engage in a business that requires a force of nearly 1,000,000 men. * * * The necessity should be the most extreme before such enormous power and working force should be added to that which the General Government already has. * * * As a general proposition rates are low. * * * Regulation under the law, State and national, is working out its designed result in correcting evils that had crept into railroad administration. * * *

* In a word, without stating further reasons, I do not believe that transportation by common carriers, or the interests of commerce, will be improved by Government ownership and operation of railroads. The railroads themselves, as artificial persons, would undoubtedly be benefited in a majority of cases by Government assumption, but I would not take the risk of it." (Inter-State Commerce Commissioner Veazey: interview in *The Washington Star*, July 21, 1894)

* * *

It seems as though a lesson as to the general tendency of our present industrial development, might be learned from the vast aggregation and concentration of railway capital which has recently been accomplished in the South, through the merging of some thirty independent corporations into the Southern Railway Company. Here is an operation which *The Railway Age* characterizes as "One of the most difficult and complicated financial undertakings on record," that has been carried through in the face of tremendous

opposition, and for the purpose of escaping the very conditions of bankruptcy, on the part of the principals to the reorganization scheme, which such aggregations of capital are supposed to bring about. It is an operation which, in a certain sense, was made necessary by the very laws which have been enacted in the South with a view of preventing it. For years past the Southern railway legislation has been of what is known as the "granger" character; the idea actuating it has been to restrain the corporations and prevent combinations among them which should be detrimental to the public interest, the suppression of competition being a particular grievance of the law makers. And now, out of the very necessities of the industrial situation, out of the very conditions towards which our whole development tends, has grown the immense aggregation of capital which the legislators have cried out against and which they have sought to avoid. It puts me in mind of the old rhyme:

Mother, may I go out to swim?

Oh, yes, my darling daughter.

You may hang your clothes on the hickory limb;

But don't go near the water.

There is no earthly use of "kicking against the pricks," and it does seem as though there is a lesson in this Southern Railway organization scheme which our statesmen ought to heed. This tendency to concentration cannot be avoided; it is the line of industrial development; and why would it not be a good plan to seek to bring it into harmony with the interests of the public, and guide it for the public benefit, instead of laboring eternally to array the public against it? B.

BORROWED OPINION.

The attempt made by the British ministers to conciliate the advocates of the eight hours day, at the same time that they retained Mr. Morley at the Irish Office, has so far had small practical results. The eight hours bill for miners, which was read a second time, was met in committee of the whole by an amendment providing for local option, which was carried by a small majority. Thereupon the bill was dropped, it being an article of faith with its promoters that the eight hours must be enforced in all mines or in none. The result of conceding the eight hours day to government workmen is having some curious results, not altogether agreeable to workmen not employed by the government. At Portsmouth, for instance, there is great complaint that some of the dockyard men, when their eight hours day is over, do not hesitate to take further work in their newly acquired leisure, thereby cutting out the less fortunate workman who is not in a govern-

ment berth. It is even alleged that the government workmen, not content with competing for jobs with other workmen, actually blackleg them by cutting prices, which they can afford to do, seeing that any work they get in this fashion is an extra. The complaints may be exaggerated, but they are significant. No eight hours day will prevent the workman selling his ninth, tenth or eleventh hours to any one who will buy them. Even if overtime is forbidden by statutes, the workman will serve two masters instead of one and as the experience of one radical newspaper in London shows, he will prefer to put in all his time in one office, instead of splitting it up between two. What is to be hoped for is that eight hour men will have a second string to their bow, such as gardening, farming, and other occupations, which they can resort to for their own benefit and the advantage of their families without necessarily entering the public market.—*Review of Reviews*.



MARION, IOWA.

Editor Railway Conductor:

The following was written after reading "My Iowa" in your last number, and is respectfully "dedicated" to the author, "Mrs. C. B. Rouse:"

MICHIGAN.

Oh, Michigan, ye "land of lakes," my own, my native state,
Within whose bosom, yet unborn, earth's richest treasures wait.
I fain would clasp you in my arms, like some old time tried friend
Upon whose breast in childhood's hours my sorrows found an end.
I love your lakes, your hills and dales, your orchards running o'er,
Your fields of grass and waving grain, with boundless wealth in store.
Ah, many spots you hold most dear, I trace on mem'ry's wall,
And one, my "childhood's cherished home," is dearer than them all.
Yea, these I love, yet more than these, and all intrinsic worth,
I love the "friends" you hold to-day, the first I knew on earth.
My father's patient feet still tread thy cultivated soil.
His loving hands there garner in rich products of his toil.
My sisters' homes, my brothers', too, thy boundary lines enclose,
And there my loved ones' sacred dust has found a last repose.

Out here in western Iowa, fate bade our feet to roam,
And here, midst strangers grown to friends, our children find a home.
Wealth, health and happiness combine with blessings full and free,
To make it just as good a home as you once made for me,

And I have learned to love her well, this "land of golden corn,"

Yet mingled strangely with thine own, my love for her is born.

Reflected in her sunlit skies thine own bright beams I see,

And low'ring storms or winter's winds, are echoes but of thee.

Once more "we children" search the woods and fields for fragrant flowers,

Or 'neath an overhanging tree, dream out the sultry hours.

Again we gather nuts and fruit for winter's goodly store,

And heap the sacks and baskets full, to measures running o'er.

Once more we climb your snow capped hills, or round the cheerful grate

We crowd in childish haste to warm, our 'ventures to relate.

And "father's care" and "mother's smile" rest on each wayward head,

As sleepily we say "good night" and hasten off to bed.

Then "mama, may I," "mama, say," recalls my wand'ring mind,

And here again in "Iowa," myself at home I find.

And links that bound my soul to thee, are forged in these to-day.

To form one endless chain of life and mem'ries by the way.

Yet visions sweet you bring to me, whene'er I hear your name,

Oh, "Michigan, my Michigan," of fruit and woodland fame.

MRS. N. D. HAHN.

PHILADELPHIA, PA.

Editor Railway Conductor:

Once more I beg the privilege of a few words to the Auxiliary through THE CONDUCTOR, which we all read monthly with great pleasure. It was recently my very agreeable duty to visit Maryland Division, No. 46. L. A. to O. R. C., and I wish to thank the members for their kind and generous

hospitality while in their city. Sisters G. Schmutz, C. Schmutz, J. W. Walsh, W. Dunlap, J. S. Knee and Mrs. Humes were especially kind, sparing neither trouble nor expense in making my visit a pleasurable one, and there were many others, whose kind invitations had to be declined on account of the press of official business. The meetings of this Division are well attended, and as the members are deeply interested in the work, I am sure they will make of it a complete success. Division 46 has every prospect of becoming one of the most prosperous of all our subordinate bodies. My visit to these ladies and their homes was one of the most enjoyable I had experienced, and will long be held in pleasant remembrance.

On the way home I stopped off at Harrisburg, intending to visit Keystone Division, No. 47, but owing to a misunderstanding on my part, no meeting was held that week. The ladies of this Division also gave me a most hospitable reception during my short stay in their city, Sisters H. A. Myers and L. Hartzell being especially kind. I am looking forward with pleasant anticipations to meeting these ladies again in the near future.

Not being the corresponding secretary for Erickson Division, I will not attempt to give you a full report of the doings of that body, but will say that No. 5 is still prospering.

Yours in T. F.,

MRS. B. F. WILTSE.

BATTLE CREEK, MICH.

Editor Railway Conductor:

As I have again changed my place of abode, I will be pleased to receive all communications on the revision of the ritual, at No. 36 Jay street, Battle Creek, Mich. All resolutions must be in the hands of the committee by January 1, 1895. There are still a great many Divisions that have not been heard from in this matter. Sisters, if the ritual is not what you would like it to be, now is your time to make it so. Please do not wait until it is revised and then think of something that would improve it. I would like especially to hear from Sister Turner, of De Soto, Mo., as I fear there is some error in her address as we have it.

There is no Division of the Auxiliary here and we miss the pleasant meetings very much. Wishing all the Sisters God speed in their great work, I am

Yours in T. F.,

MRS. C. G. SMITH.

MEMPHIS, TENN.

Editor Railway Conductor:

Bluff City Division, No. 29, met in our little hall on our usual appointed day. We were both surprised and delighted to meet so many of our members who had been absent at several past meetings, from sickness and other causes. The day was warm and threatening, but nearly every member was there to answer in person at roll call. It gave renewed energies to each and all. Now we may look for cooler and more pleasant weather and we shall hope to see the full membership there to answer "present" at each succeeding meeting, that we may continue the good work so nobly begun. We have the honor of wearing the medal; let us strive to retain it. We have a money credit, though we were not in the sugar trust, but it proves we have some good financiers in Division 29. We have been following a good example of some sister Divisions by adding to our "mite box," our good president taking the initiative. She made a very handsome white velvet hand painted banner, from which she realized five dollars. This little sum is held in reserve for incidental charity work among our members. We are to take it alphabetically (the writer rejoices to be near the X Y Z), each month to make with our own fair hands (there I am out again) some pretty but useful article—something inexpensive—not to cost less than twenty-five cents, or more than one dollar, to be disposed of by chance or to the highest bidder. It affords amusement as well as being remunerative. At our last meeting our popular president informed us she was going to take a vacation for some weeks, to journey among the scenes of her juvenile days, and gladden the friends of her youth. She will visit the different Divisions in Ohio, Indiana and Illinois, and catch on to all their new and good works. When she returns, with that already well filled and busy brain, what a time she will have instructing us in all the new ideas, and how delighted to hear her say: "Well done, Sisters, we are 'an up to date' Division." If we have been slow in attending during the heated term, we have many bright members away ahead of X Y Z.

Yours in T. F.,

MRS. W. H. S.

CLEVELAND, OHIO

Editor Railway Conductor:

Some months having elapsed since Bethlehem Division's correspondent has contributed anything for the columns of the Ladies' Department, we assume our mite will again be acceptable.

providing we do not occupy too much space for the little we have to say.

The extreme heat of the past summer has had visible effect on the attendance of our Division, many members taking refuge outside the city, and others less fortunate finding it more comfortable to remain at home on meeting day, than to suffer the inconvenience of the heated Division room. However, the "faithful few," of whom I have made mention in former letters, have proven themselves indeed faithful, in that they are generally present at all the meetings, and are to be depended on.

Our last meeting was a very lively and interesting one, and was enjoyed by all present. Many suggestions were made and discussed for "the good of the order," and some of them adopted. We also enjoyed a talk by our president, Sister S. N. Pennell, who entertained us with an interesting and graphic account of her trip across the continent this summer, and we all felt like asking for more when she had finished. A vote of thanks was unanimously accorded her, and all are glad to have her with us again. No Sister can absent herself from our meetings who will not be missed, and we would be so glad to have all of them with us again without a single absentee; but in a Division of fifty members, this is hard to accomplish. The better the attendance, the more can be done, and we owe it to our officers, whom we placed in their chairs nearly one year ago, to rally to their support, and assist them in every possible way to carry out the principles of our Order. This cannot be done by staying at home. Although our hearts may be with the work, it needs our presence; we must be on the ground if we expect to see results that will crown our efforts with success. I firmly believe if all members of all Divisions would attend the meetings regularly much good work might be accomplished, and all be correspondingly benefited. I note our Division is not the only one whose attendance shrinks during the summer months—when the majority of people indulge in a vacation for rest and pleasure. A number of other Divisions heard from complain of the same thing. We hope in the near future to secure better attendance, and consequently better work. However, we are far from being discouraged, and although the work has met with discouraging draw backs on account of the extreme heat and financial depression of the times, we feel brave. We believe the darkest hour has passed, and the dawn of a brighter day, with all its earnest workers with us again will inspire us to more eager effort, and result in lasting good to the Division.

Our socials were abandoned during the sum-

mer, but will be resumed again in October, and continued twice a month. We find them a source of much pleasure, as well as profit.

I often wonder why some other of our Bethlehem Sisters never contribute anything for this department. I feel confident many of them could write much more entertainingly than I, if they would. And I will gladly lay down my pen in their favor, believing all will be glad to hear from a fresh correspondent from Bethlehem, over which we earnestly pray the "Star of Peace," as of old, may continue to shine, shedding its peaceful rays in radiance over all hearts sheltered there.

A few lines have been suggested to my mind, and although they may be crude, are from the heart, and with the "Truest Friendship" for all my Sisters in the Auxiliary, I modestly submit them:

"BETWEEN THE LINES."

Events control our lives,
And frequent are the times
When we, with purpose wise
Should "Read between the lines."

Oft times our hearts are sad,
And we fain would blend our sighs
And tears, with notes more glad,
And bid bright hope arise.

Yet we are mortals weak;
Making missteps and falls,
While we in doubt may seek,
To act as duty calls.

Oh, "Read between the lines";
Judge not a Sister's act;
The motive which defines
Her earnest wish, make fact.

Our motto is so plain,
If we its teachings heed,
"Sisterly Love" will reign,
And "Friendship True" will lead.

Then "Read between the lines,"
Grant each a purpose true,
Assert no wrong designs,
That "Peace" may reign anew.

MRS. C. P. HODGES.

DENVER, COLO.

Editor Railway Conductor:

Doubtless the sisters will learn with pleasure that Division 23 L. A. to O. R. C. is living and growing in every way. We took in two new members at our last meeting, have two petitions ready to be acted upon and applications out for

more. We now have a membership of forty-six and have been organized but two years.

The regular division business is broken into by a social gathering of some sort occasionally, and we find the change to be beneficial to both members and friends. Our last essay in this line was a picnic held at Elitch's Garden, Sept. 22 last. There were about sixty present to participate in the festivities, consisting of elaborate refreshments, dancing and theatre going, and all expressed themselves as having passed a day full of pleasure.

We hope to secure a number of new members during the coming year and if any of the Sisters wish to learn of our work and what we are accomplishing they may write to Division No. 23, L. A. to O. R. C., McPhee Block, Denver, Colo.

The division has met with a great loss in the resignation of our beloved president, Mrs. J. J. Bresnahan, who was compelled to that step by removal to Las Vegas, New Mexico. Resolutions of regret at her departure were adopted by the division and spread upon the records. Our worthy Sister Mrs. W. H. Hinckley has been installed in her place and Sister H. Holbrook has been made vice president. Under their leadership we feel confident that Division 23 will continue to prosper. With best wishes for THE CONDUCTOR and all sister divisions, I am yours in T. F.

Mrs. A. H. L.

BUFFALO, NEW YORK.

Editor Railway Conductor:

The regular meetings of Columbian Division No. 40, L. A. to O. R. C., have been held, also one special meeting since my last letter, but, as nothing of interest to other Divisions has transpired, I have felt that there was nothing worth writing to the readers of THE CONDUCTOR. Our meetings during the summer months have been poorly attended. Let us hope it has been caused by the absence of our members from the city and that with their return we shall find a renewal of that zeal and enthusiasm shown by them at first, and that growth and prosperity may be their watchword during the coming winter.

When I read the reports of other Divisions I feel that we are not working as earnestly as we might and not interesting others in the Order to the extent that we should. There is a bountiful harvest, but I fear that we are poor gleaners.

Division 2, O. R. C., has a large membership and nearly all their members reside in Buffalo. Then why is it we have not succeeded in getting their wives interested in the L. A. Let each member ask herself "is it my fault?" "or their indifference?" If our fault, let us remedy it at

once. If each member would constitute herself a committee of one to try and see what she could do to build up our Division, I am sure our Order would grow and we would all be encouraged. I know that many are unable to attend every meeting, and give that as an excuse for not joining. To them we say "be with us as often as you can, associate yourself with us, let your name appear on our membership roll, and thus show your willingness to become one of our number. You will find a cordial greeting awaiting you when you can be with us, and we are anxious to extend the right hand of fellowship to all wives of O. R. C. men."

Yours in T. F.,

Mrs. A. H.

DE SOTO, MO.

Editor Railway Conductor:

It is with much pleasure that I accept the opportunity to write in behalf of De Soto Division No. 13, L. A. to O. R. C. This has been a very prosperous Division, and I think, from the accounts of last meeting, it is still prosperous. I could not attend, myself; but am confident they had a nice meeting and full attendance. Though we are not yet known in THE CONDUCTOR, that does not make us the least by any means; that is only neglect on the part of our former correspondents. From now on we will make an effort to let you hear from us oftener.

Socially, our Division is in the lead. Only a few weeks ago No. 13 had a cordial invitation from Sister John Smith, of Potosi, to come and dine with her, the dinner being given in honor of Mr. Smith's fifty-third anniversary. There were about ten in the party, including two members of No. 241 (we thought it best to have some protection, and they were all that had courage enough to go, though I guess one or two more would have gone had it been convenient for them). We had only a few hours to stay, still it was a day long to be remembered by all. The ladies presented Mr. Smith with a handsome silver cup and saucer.

This was only a beginning, and it wasn't but a short time before our good Sister Kahler had us come and take cream and cake with her. After a pleasant afternoon all left feeling that there was some sisterly love in us that is only displayed on such occasions.

This division is growing but slowly. Not long since we lost Mrs. Fletcher, one of our best workers, but know that our loss is some other's gain. She was president last year, and though she lived out of town, was very attentive.

We meet every first and third Friday in the O. F. hall at 3 o'clock. Our officers for the ensuing year are:

President, Sister H. M. True; Vice President, Sister W. V. Carson; Senior, Sister M. Aylsworth; Junior, Sister W. E. Bohmis; Guard, Sister R. E. Singleton; Secretary and Treasurer, Sister W. C. Turner; Correspondent, Sister J. G. Clanton; Chairman of Executive Committee, Sister E. L. Johnson.

Sister Johnson declined the office of chairman and Sister J. G. Clanton was elected to fill the office. Sister Turner, our secretary at present, has been filling that chair for two years. We now have a membership of twenty, and all seem to be working to bring more in.

With best wishes to THE CONDUCTOR and all Sister Divisions. I remain yours in T. F.

MRS. J. G. CLANTON.

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CEDAR RAPIDS, IOWA.

Editor Railway Conductor:

The quarterly report of Columbia Division, 37, L. A. to O. R. C., of Cedar Rapids, will necessarily be somewhat limited, as most of our members have been absent from the city a greater part of the warm weather, while others were compelled to be absent on account of sickness or other cause. However, there have been several afternoon sociables held at the homes of the different members. There is to be a sociable at the K. P. hall, given by the L. A. to O. R. C. on Oct. 2. This will be our first public social for the season, and we hope it to be a success, and doubtless it will, as all others have been.

Yours truly,

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MRS. BARR.

WILMINGTON, DEL.

Editor Railway Conductor:

Perhaps the readers of THE CONDUCTOR would like to hear from our new Division—Delaware Division, No. 50, L. A. to O. R. C.—as no account of our organization has been forwarded for publication. We organized on the 10th of May, and were publicly installed in the Locomotive Firemen's hall by Grand Deputy President Mrs. B. F. Wiltse, of Philadelphia, Pa., assisted by Vice President Mrs. Wm. Bingham.

The following officers were elected and publicly installed:

President, Mrs. Geo. D. Broomell; Vice President, Mrs. F. J. Boylan; Secretary and Treasurer, Mrs. O. E. Wellman; Senior Sister, Mrs. O. R. Mount; Junior Sister, Mrs. G. J. Charsha; Guard, Mrs. A. T. Ewing; Chairman Executive Committee, Mrs. E. M. Dunn; Correspondent, Mrs. J. F. Sweeney.

Our installation took place in the evening, the

B. of L. F. being so kind as to tender us the use of their beautiful hall for the afternoon and evening.

After installation we were pleasantly entertained by interesting remarks from a number of the Brothers, who were kind enough to furnish refreshments for the occasion. They have also been so generous as to give us the use of their hall for our meetings, which we hold on the second and fourth Thursdays of the month at 2:30 o'clock.

We have sixteen charter members already and expect several additions soon, one coming in at our next meeting.

The sisters are very much interested and work hard to make our Division a success. I know they are always glad when meeting day comes around.

We have made our first venture in the way of enlarging our treasury—by chancing off a set of dishes—and we expect to swell our bank account considerably.

We will be pleased at any time to have visiting Sisters with us, and promise them a cordial welcome.

Yours in T. F.,

MRS. O. E. WELLMAN.

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CUMBERLAND, MD.

Editor Railway Conductor:

Since our last report Maryland Division No. 46 L. A. to O. R. C., has been having a very enjoyable time. One of the most pleasant events was a visit from our installing officer, Mrs. B. F. Wiltse, who spent a week among us. Mrs. Wiltse has made herself very popular with all our members and you may be sure her welcome was a cordial one. On August 14 we gave a picnic in her honor and sent an urgent invitation to the members of the O. R. C. All of them who could responded, and their presence added not a little to the success of the occasion. We did our best to give them a good time and they seemed to enjoy it all, especially the refreshments.

Sister L. P. Adams, our Vice President, has been obliged to resign on account of leaving the city. We miss her very much and find the vacancy her absence leaves in our working force difficult to fill. Sister C. E. Schmutz was unanimously chosen to succeed her as Vice President.

Sister J. W. Walsh, our Secretary and Treasurer, has recently moved into her handsome residence at 145 Columbia Street. Sister A. C. Schmutz has been away for some time taking in the sights of the "Quaker City."

With regards to all I remain yours in T. F.

MRS. W. W. DUNLAP.



STONY RIDGE, N. Y.

Editor Railway Conductor:

As I am living twenty miles from a railroad, receiving my mail overland, having for associates people who have day and date for every trip they ever made on the cars, you may have some idea of what THE CONDUCTOR means to me and how disappointed I am at never seeing a word from the Division to which I belong. They are smart enough to write a letter for THE CONDUCTOR, for after I came east they formed a sinking fund of intellect and let it out on good security at reasonable rates of interest, so you see there is no excuse for their not contributing something for the good of the order.

I am not staying in this out of the way place from choice; mine is a case of sickness and seniority.

I wish to thank Brother J. V. Russ for his letter in the July number of THE CONDUCTOR, also any other railroad man who writes and talks against the greatest curse with which railroad men have to contend. I can't write a letter like Brother R. but I have been in Topeka, worked for the Santa Fee and met Mr. T., Brother S.'s trainmaster, and found him a gentleman in every respect. Judging from his conversation he would give experienced men the preference if he could.

Some Brother says one Brother should not be hard on another. So I think. Brother S. says I must starve along with hundreds of Brothers in good standing that are out of employment, go to Washington overland or brake from five to seven years; now is not Brother S. hard on me as well as the rest. In my opinion any man that needs seniority should be compelled to resume his former occupation.

That work has its disadvantages to be sure, no overtime and no chance to tell some dining room girl all about the last trip, how Maurice put the old "34" over on sand and the slack run in hard enough to tip the coffee pot over, but what is that to be compared to sitting on a self binder or being allowed to work around a traction engine.

I can only find three excuses for a conductor's

recommending seniority: the first, "God bless me and my wife," the second is a desire to stand in with the brakeman, and the third is "perhaps I may go into the hotel business some day."

Now any Brother who thinks I am hard on seniority or the people upholding it, should talk with me personally and I would convince him that the word "hard" was a very mild way of putting it.

In closing I would like to ask some questions. I am in need of help, can Brother Mounts send me any \$2 men for a dollar? Why don't some Brother write a letter from No. 70 or 245 saying we are all well? W. A.

CHICAGO, ILLINOIS.

Editor Railway Conductor:

The finding of the congressional committee appointed to investigate the charge that Judge Jenkins had exceeded his judicial authority in the terms of his injunction, coming as it did, when the so-called commonwealth armies of the discontented unemployed were forming and marching from all directions toward Washington, and while it was yet extremely doubtful in what spirit and in what numerical force they might arrive in Washington—the finding of that committee, coming at such a time, seemed to me like the act of the engineer who flips open his firebox door when she is about to pop, but quickly lams it to again as soon as the gauge shows a little relief, in order to keep her practically in the same condition without a waste of water.

A little later, while the coal miners were striking, Judge Grosscup delivered the Decoration Day oration at Galesburg. If he said a word that is usually considered appropriate to such a function, it was not so reported in the Chicago papers; but they published his discourse at great length, under immense headlines declaring that Judge Grosscup saw in the organization of labor a menace to civilization. His recital of the history of our civilization naturally began at the beginning, when there was none here. He said the mines were here, the sea, the forests, and

they belonged to all; but there was no wealth. Then, labor, with his hands, and genius with invention, working together, after paying the debt of existence, laid by their surplus, which was the first wealth, the first capital; and worked on and laid by more, till now, this accumulation is represented by seventy thousand millions of dollars. And this magnificent sum of wealth seems to be the measure, as I understand Judge Grosscup, of our present civilization in this United States. He said not a word as to the share of labor or of genius in this accumulation of their own creation, but he said that with the invention of machinery to multiply the power of labor, capital had learned to combine; that out of this combination was evolved the corporations and trusts of to-day, wherein the individual member delegates his natural authority in the management of the business to a leader selected for that purpose, and never appears in the transaction of its affairs except in the selection of this manager or leader, and in the division of the profits. He said it was not surprising that labor should also learn to combine; that in its organization the will of the individual is completely hidden in that of his union; that he may work only for such pay and on such conditions as are sanctioned by his organization; and that he must at all times, at the bidding of his organization, be ready to deliver himself to idleness, hunger, and the street; that it is this galling tyranny which is rapidly destroying all individuality in the American workman, and in that fact is the menace to our \$70,000,000,000 civilization, accumulated in most part, as he had just stated, within the present century, and by precisely the same method of combination on the part of capital, with precisely the same purpose of opposing the power of union against the competition of the individual, but without the motive always present in the labor union—the necessity of resisting a force acting continuously to increase the harshness of labor's condition. Finally, Judge Grosscup said: "I have no quarrel with labor unions. I do not say they are not within the law. I am not now interpreting the law."

He did interpret the law later, and sitting with Judge Woods, screwed the pop down another turn by issuing an injunction, as compared with which, that of Judge Jenkins would appear to be tolerably fair law.

Now, what I want to say is this: The railway companies have discovered a sure cure for strikes, and it need not surprise Judge Grosscup more than before, if the labor organizations learn anew from a study of their methods.

It is plainly apparent that the strike, at best, a

clumsy weapon, dangerous to them that wield it, often costly beyond the worth of the object fought for, can no longer be used against that *fin de siècle* triumph of invention, the blanket injunction, by which Cullom's notoriously inoperative inter-state commerce law, and Sherman's hitherto unconstitutional anti-trust law are made at last to serve a useful purpose. But there is still a means of salvation in organization, a means quite within our reach, which will place the horde of unemployed in our own ranks, and not as starving scabs, at the disposal of the corporations. If you did not see the world's fair, you read more or less exaggerated accounts of its magnitude, and it is safe to assume that your impression of the amount of labor consumed in its construction is sufficiently appreciative. Well, while that was building, there were enough able-bodied workmen in this country, out of work, and unable to find work, to have gone to the mines and forests for every pound and splinter of its material, fashioned it, and put up that same world's fair in two days. These men, and more, are still out of work, and there is no righteous reason why they *should be*. In this country there *is room* and *is work* for ten times as many; but there is still less reason why we should oppose such a mighty force with our comparatively little organization rather than add it to our equipment.

A dispatch from Omaha, dated 5th inst., in the Chicago papers, stated that the Union Pacific Company had issued an order to their employes to abstain from politics. Now, that is precisely what every workman must *not* do. Politics is their only salvation—not by the old plan, which has simply made them the tools of the politicians and built up the trusts and monopolies that have crushed them. Here, a combination will accomplish more than was ever hoped for from our class organizations.

The American Railway Union strike has demonstrated beyond a possible doubt, the existence of an interest common to all workmen. That interest is to remove, or reduce, or resist the overwhelming competition that is fast destroying our independence.

As individuals we are fools and slaves. We yawp for Harrison and protection to American industries, and whoop for Cleveland and death to the robber barons, while we know that the American industries need only send a satchelful of money to Washington to get all the protection they need.

We run the best, the freest, the richest country on the face of the earth. We have saved up of our production \$70,000,000,000, while people are

starving under some governments. \$70,000,000,000 is about \$5,000 for each family now living in the United States. Our voting did it all right enough, but whether we should be proud or ashamed of it, is another story.

Let us put our heads together with other organizations and find out why, being worth \$5,000, we can't get enough for our children to eat; what they mean by over-production, and why they mean it—if there's anything in it for them; what are honest dollars, and what makes them honest. It is time for a sensible conspiracy on our part.

Yours truly in P. F.,

S.

YUMA, ARIZONA.

Editor Railway Conductor:

The strike of 1894 has become a matter of history and the railroad world is rapidly returning to its normal state, but there are still some troublesome conditions, left as a heritage of that and previous conflicts, which will have to be justly settled if the present peace is to be made more than a hollow truce. Many of the men who were out of employment when the struggle ended are finding it difficult to secure places, and they feel that they are being persecuted beyond the limits of endurance, through the medium of the black-list. No one will question the right of the railroad corporations to refuse or to give employment as they may see fit, but no set of officials have the right to arrogate to themselves the powers of both judge and jury, and, after declaring a man to be a criminal without giving him the shadow of a hearing in his own defense, advertise him as such the country over, and thus shut out from him all hope of gaining employment at his chosen calling. This is practically what the black-list does, and it would be difficult to find defense for such a method in any of the established rules of equity and justice known to civilization. The experience of the railroad men in this section of the country has been particularly unfortunate as they have sought for all kinds of employment in nearly all parts of the nation, only to meet with refusal, or at best, with ultimate dismissal. Some fifty of them had secured work picking fruit in the country at one dollar per day and board, only to be peremptorily discharged. Others sought the extremes of the east, north and south, only to meet with the same fate, and they are now returning to their old camping ground, placing the blame for their fruitless search upon the black-list. Many of them simply resigned their positions because they would not stay at work under the condemnation of their fellows, and the fact that such men as these, who took no part whatever in the strike, are punished equally

with those who were its prime movers, shows how dangerous an engine of oppression the black-list may become.

To my mind the railroad men of America have fallen into a dangerous condition of lethargy regarding their personal interests. Able advocates are not wanting to tell us of the dangers menacing the laboring man, the country, its laws and law makers, but no one seems to be enough of a Solomon to discover the remedy for all these ills. Whether justice to the working man will come through the ballot or through bloodshed is a question for the future to determine, but in the meantime let us try the ballot. Let us elect men to represent us in our halls of legislation who are true to America's interests, men who will close the gateways of our country against foreign pauper labor. Once this has been accomplished, the workingman of this country will soon be in a position to take care of himself.

Now, I do not want any member of Division 55, when he has read this, to come out in the next CONDUCTOR and ask me if I had "brasses for my luggage" when I landed in this country, because I did not have any luggage. I came by the native American route. Neither do I care to be asked if I have talked these matters over in Division meetings and have sought the proper avenues for redress, because I have. I find the average member of the Pacific coast to be just like myself, "at war with himself," and fighting for fear he dies before seeing some permanent benefit derived from our respective orders, for the maintenance of which we liberally pay our money and whose constitutions and statutes we will loyally obey and defend to the end.

Yours in P. F.,

IMPRIMATUR.

EL PASO, TEXAS.

Editor Railway Conductor:

I am not a regular correspondent of THE CONDUCTOR, but have a few words to say that may prove of interest to some. A short time ago I had occasion to make a flying trip to the land of the Palmetto tree. After leaving my own road, the S. P., I found some fine fellows among the knights of the punch. On the L. & N and on the A. & W. P. you find the typical southern gentleman, handsome in appearance and courteous in manner. On the old reliable Georgia R. R. you find smiling faces and manly men, while the knights of the C. C. & A. are men whom you would like to meet again and greet with a hearty welcome. If the few I met are a fair sample of our southern Brothers, I think those who visit the Grand Division will come

back highly pleased with southern men, southern hospitality and with that queen of southern cities, Atlanta. I will close by saying Division 69 has a large and pretty hall with lots of easy chairs and a hearty welcome for visitors.

Yours in P. F.,

G. H. A.

CRESTLINE, OHIO.

Editor Railway Conductor:

Alliance Division No. 177 and Allegheny Division No. 314 gave their first joint picnic at Rock Point, Pa., on July 28, last. This place is located about forty miles north-west of Pittsburgh, on the Erie road, and the grounds are owned by the Pennsylvania Co. The day was all that could have been asked for such a gathering, and the Brothers turned out with their wives and sweethearts to the number of fully 800, to enjoy it. All kinds of amusements were provided for their entertainment, and the roller-coaster and merry-go-round were soon in full swing, while others found greater pleasure in clambering over the rocks and drawing inspiration from the beauties of nature. The dancing hall was in charge of Brother T. F. Maloney, assisted by Brothers T. W. Morrow, M. R. Matthews, John Davis, C. H. Mell, P. B. Bower, L. C. Stevenson, D. Bradshaw and F. M. Foster, and they made it one of the most attractive places on the grounds. The grand march was an especially interesting spectacle, being participated in by 85 couples, and Brother Maloney won new honors in conducting it. Brother R. S. Raylor and wife were present, and took part in the general festivities. All were out for a good time, and when the time for departure came they assured us that it had been a most enjoyable day, and one they would not soon forget. It will certainly be long held in pleasant memory by the members of both Divisions No. 177 and 314.

Yours in P. F.

F. M. FOSTER.

DENVER, COLO.

Editor Railway Conductor:

It is true I am not a regular correspondent for THE CONDUCTOR, but perhaps the Brothers will bear with a word from one who has their best interests thoroughly at heart. I read with much interest an article in the August number from the pen of "Growler," of Division No. 331, in which he calls our attention very forcibly to the laws governing our Benefit Department. I, for one, am glad he has taken this matter up, and hope others may be induced to discuss it, not only in THE CONDUCTOR,

but in our Division rooms, to the end that our delegates to the next Grand Division may make the laws relating to disability claims more generous in their scope. As the laws now stand a disability claim can only be paid for the loss of a hand or a foot, or where the eyesight or hearing has been destroyed. This is all well and good, but why not extend the provisions to cover the case mentioned by "Growler," where the Brother is suffering from paralysis, or to any disability that makes it impossible for the Brother to support himself and family. If this is not done, too often the unfortunate one becomes dependent upon charity and a burden to himself and friends. He may have been a contributor to this very department from its inception, but that fact does not enable him to secure any aid from it. I would favor allowing the insurance committee more latitude in all cases of disability recommended for payment by the physician and members of the department. A home may be partially paid for and the Brother may lose all he has invested unless he is allowed, upon making proper proof, to draw something from this fund, to which he has been contributing for years, and thus save the home and perhaps have something over with which to keep the wolf from the door. Brothers, weigh this matter well and see if you do not find in it sufficient cause to recommend action.

Again, would it not be well to provide for old age? Our government gives soldiers over 62 a pension, why not make provision for our Brothers after they reach 65 or 68? We have a few members now who are 60 years of age and upward, and are still carrying the punch or way bills. They may fail at any time, and through misfortune of some sort find themselves without support for the balance of their lives. What a boon to them to know that their brothers had provided to shield their declining years! I hope others will discuss this subject so that it may be acted upon intelligently when the time comes.

Truly yours in P. F.,

GROWLER No. 2

[About how high will the boys be willing to go in assessments? ED.]

"307."

Jersey Central Division No. 307 held a regular meeting (under a dispensation) in Castle Hall, Long Branch, N. J., Sunday, Sept. 23rd, at 11 a. m., with visiting brothers from Divisions No. 153, 154, 169 and 291. During the session several subjects were discussed in a very able manner by the various Brothers, and as a clam bake had been arranged for by our worthy Brother Geo. Allen, of the New Jersey Southern Division,

we adjourned to take conveyances to Port Au Peck, on Pleasure Bay. Arriving there we found "Host" Wardell awaiting our coming. We sat down to eighty plates, and started at a menu consisting, as Brother Haynes said in his personal invitation to Brother Jos. Keely, of the N. J. So. Division, of clams, hard and soft, (a la Sandy Hook); fish, (a la Atlantic); lobster, (a la Long Branch); chicken, (a la incubator); corn, (Munmouth Co.); potatoes, white and sweet, (Ireland and New Jersey); watermelon, (hot house); refreshments, (Somerville style). I would like to hear from Brother Keely on the latter, (Somerville style) as he seemed to have very pleasant memories of a trip to Somerville, during which Brother Haynes took a prominent part in his entertainment. I heard Brother Keely say if they were to be served on that style he wished to be counted out, as once was enough. He was finally persuaded to accompany us, and I noticed that clams were placed very often before him, and it seemed to be nip and tuck, whether he or Sargent Kleine (sometimes called Papa by Brother Haynes) who sat near him, got the upper hand. I had best stop, but it was clams galore. Brothers Livingston and Van Dever, of Division No. 291, and Reed, of Division No. 154, seemed to keep up their end in a very creditable manner. Brother Livingston gave us the slip, and took passage back by the steamer Elberon from Long Branch. Brothers Staats and McDonald, of Division No. 169, were too busy doing justice to the good things to entertain us in the manner which they can so ably do. Brothers Mumbrow and Pyle, of Division No. 153, enjoyed themselves thoroughly and as it was a new section of the country to them, they could only admire the beauties to be seen on all sides. It did us all good to see how Brother Dolbeer, who has recently returned to duty after spending several months in hospitals undergoing severe operations, enjoyed his outing. Brother O'Brien, of Division No. 169, had the credit of having the greatest number of shells, but Brother Leek played a close second. Brother Munn was too busy with the good things to reply to requests for a toast. When the lobsters were secured I think Brother Leek took first place. Brother Keely struggled hard to steal a little of the glory, but failed, as he had wrestled with clams too long. I could go on and enumerate the many good qualities of the Brothers present, but it would require too much space. The boys would like to hear from Brother Kleine on his success in hunting up 2nd Corps men at Pittsburg during the recent reunion. All praise is due Brother Haynes, of the invitation committee, for his ef-

forts in looking after the welfare of the Brothers. As we had to make the train from the branch at 4.40 p. m., we left early and enjoyed a drive along the ocean front, arriving at the station in good time. In all it was a most enjoyable day, and all participants wished our outing might soon come again.

I pick up THE CONDUCTOR each issue, and my first thought is, has any Brother from Division No. 307 mustered up enough courage to write, but am always disappointed. If they would only make the attempt, there are several who could write very entertaining articles.

I hope Brother Keely will let us all know what Somerville style is. Brother Leek gave his experience of a similar trip.

I want to say a few words for the ex L. V. R. R. conductors who are still out of work, and ask some of the Brothers who are continually harping about the inaction of the Grand Officers in not using up the protection fund, to read up the laws a little and say less and do more financially. I think Brother Clark suggested a good thing in the last circular. If all Divisions will give a little, it will make a start, and then let us repeat it monthly and increase it if we are able. Let us that make steady time contribute to a special donation each month for those loyal Brothers until such time as they get employment, forgetting anything they may have said or done out of place, remembering we might have done the same thing under like circumstances. Let us make up a fund that will pay these men all they think is due them, and when our delegates assemble in Grand Convention, instruct them to agitate this subject that more favorable laws may be added for all under like conditions. I fully believe our Grand Officers feel as keenly as any of us the condition of the Brothers and non-union men, "I ought to call them all Brothers," but are powerless to do more than they have, while the Lehigh Valley is controlled by its present officials who are devoid of honor. Hoping a large fund may be realized, I am fraternally,

MORE ANON.

HARRISBURG, PA.

Editor Railway Conductor:

As a representative of Dauphin Division No. 143, it affords me great pleasure at this time to pen a few lines to THE CONDUCTOR. We have had quite a time during the last two weeks in Harrisburg, owing to the holding of the B. of L. F. convention in this city. There were a large number of strangers in the city, and among them our G. C. C., Bro. E. E. Clark, who was gladly met by all. In him we found a noble man, one of

sterling worth to our organization and a gentleman, ready and willing to explain, advise and answer intelligently all questions asked, which you may know were not a few; but a great many answers were "You know the law." It gives us great pleasure to have the grand officers visit us, and I am sure this visit from our G. C. C. was highly pleasing to all. Our only regrets are, that pressing business compelled him to make his stay among us so short. The personal acquaintance of some of us with Brother Clark has been short, but in the judgment of those who had the pleasure of meeting him and an opportunity for a close perusal and observance of his work, recognize in him the man for such a very responsible position as that which he now occupies. Each and every member should closely watch his CONDUCTOR and everything pertaining to the railroad organizations and most especially our own, also our constitution and by-laws governing and regulating the general work of our Order, and the duty of all officers, and make these things a study. We should also think of the trials and great responsibility thrust upon our grand officers, and we would not then stand so ready to censure, find fault and accuse them of wrong doing. By closely reading our CONDUCTOR something may be found to arouse every member of our Order to a deeper interest in the cause, making them more enthusiastic in their endeavors to make the work of our Order a telling success.

The different railroad organizations have rendered all the aid they possibly could to the B. of L. F. during their convention in this city. There has been nothing left undone to make the convention a success, and to entertain the delegates and visiting members. That they enjoyed themselves was very evident, and we hope they are pleased with their stay among us and with our city, and leave us bearing away with them a general good impression of the people of Harrisburg. I am sure the convention was a success, and a grand success. It is very apparent that the Firemen and people of this city are well pleased with the results. I would just say to our Brethren all around us, who think Harrisburg an out-of-the-way place or a slow place in which to hold a convention, come this way with your conventions. I dare say there is scarcely a week passes without a convention of some description in Harrisburg. Why, this is the convention city of the United States, and I think I am not putting it too strong. We have all the conveniences and accommodations necessary to entertain the national conventions of any organization in existence, political or otherwise.

At our Division meeting Sunday afternoon, the

17th, our attendance was rather slim but there was no lack of interest. We had an exciting discussion on the laws, both relating to the government of the Grand Division, and the Subordinate Divisions. Such discussions, I think, reflect great credit upon the members of any Division, and it shows a desire to learn and become more conversant with the work enjoined upon each and every one of us by our constitution and by laws, and by the cause.

Yours in P. F. Mox.

CHARLESTON, S. C.

Editor Railway Conductor:

The writer is not the regular correspondent for 208, but a self-constituted one. Our Secretary and Treasurer was chosen for that position, but his other duties are so arduous that I am not surprised when THE CONDUCTOR arrives containing nothing from his pen. We certainly have the banner Division when it comes to imposing work on a Secretary in the way of hustling for funds in order to keep a big bank account, etc. It is to be regretted that he cannot find the time to write oftener, as he does everything so well. We have been interested in reading the well written letters on the subject of Seniority that have appeared during the summer, but notice that, with one exception, they all seem to have mutually agreed to drop the subject with the August number. We are very slow to catch on. In fact, the arguments on both sides of this question have been presented in such an able manner that I confess I have not been able to come to any conclusion. I have no doubt that ignorance has more to do with this than climate. Now, do not charge me with being opposed to seniority, as I have already said I am undecided. We must all agree that the B. L. E. is one of the best labor organizations now in existence, and its keystone is "Seniority." I have heard some of the best engineers say, take it away and not only the arch would tumble, but the very foundation of their organization would be shaken. I very much wish that the Brothers would continue their arguments on this subject for the education of us poor ignorant mortals in the south.

We would be specially pleased to read no more abuse of the A. R. U. To say the least, it is bad taste, and it is certainly not courageous to abuse a defeated organization. Had they succeeded, there would have been nothing but praises for their pluck and good management. The old adage bobs up before us, "Nothing succeeds like success." As we claim to be conservative, let our conservatism extend to the vanquished. We

must all agree that strikes are very unprofitable at best, and God forbid that our Order should ever be engaged in one. I have always believed, if we had a just grievance, and if properly presented to the officials, that in nine cases out of ten everything could be amicably settled. While on the subject of settlement of grievances the officials are more or less to blame for many of the troubles between themselves and employees. Members of Divisions who are, in every sense, conservative, do not wish to serve on these committees, and the result is that those impulsive members are selected by the Divisions. [And sometimes their impulsiveness gets things in a mess. Then who is to blame?—Ed.]

Everything is working quietly and harmoniously here, and what we want now is, turn on more light on the subject of seniority, so that the Divisions can instruct their delegates intelligently as to their vote in Grand Division. It may be asking too much of the Grand Chief for his views on this matter, but we would like to have them all the same.

S. C. G.

CONCORD, N. H.

Editor Railway Conductor:

As I have seen nothing in THE CONDUCTOR for some time from Division No. 11, I will write a few lines. I am still stopping at the capital city of the old "Granite" state, where I have been now for a little over a year, where I have formed the acquaintance of a lot of good "boys," who are always in for a good time and want everyone else to enjoy themselves. I shall have to give you a sketch of an excursion gotten up Sept. 1st to 3d by N. E. Division 157, of Boston, with an invitation extended to all members of the Order and their families.

Saturday, Sept. 1st, at 11:30 p. m., a train composed of two Allen hotel cars, four Wagner sleeping cars, one of the C. & M.'s elegant parlor cars and one of the B. & M.'s best combination baggage and smoking cars, rolled out of the Union Station of Boston, with a merry crowd on board, bound for the White Mountains. Arriving at Concord, the party was swelled by twenty more, making in all two hundred and sixty-two. The different Divisions represented were 66, 146, 335, 122, 11 and 157. Specially invited guests were Walter Burns, Supt. Wagner Palace Car Co.; T. W. Kennon, Supt. Central Division N. Y. & N. E.; I. N. Marshall, Supt. Providence Division N. Y. N. H. & H.; Geo. W. Stover, Asst. Genl. Passenger Agent, C. & M. Ry., accompanied by their wives; and O. W. Greeley, Traveling Passenger Agent, C. & M. Ry. Also on board were

Bro. C. P. Chapman, Trainmaster N. Y. & N. E., of Boston, and Bro. W. R. Mooney, Trainmaster Concord Division B. & M. Ry., of Concord, accompanied by their wives.

We arrived at the Fabyan's at 6:45 Sunday morning. Just before arriving at the Fabyan's the committee passed through the train, supplying each one of the party with a badge bearing the inscription, "O. of R. C., N. E. Div. 157. White Mountains, Sept. 1st to 3d, 1894." The ladies' badges were a pale blue and the gentlemen's dark red. At 7 o'clock we were served with an elegant breakfast at the Fabyan House. As we passed into the dining hall each member of the party was presented with an elegant folding time table and program of the entire trip. At 8:40 we left over the C. & M. for the base of Mt. Washington. While gliding along the committee again passed through the train, giving to each member of the party a button-hole bouquet, presented by W. A. Twombly, of Boston. We arrived at the base of the mountain at 9:20 and took the cog railway for the summit, and everyone enjoyed themselves for two hours. We then returned to Fabyan's where we took the Maine Central through the Crawford Notch to Bartlett's and return to Fabyan's. Thence over the P. & F. N. Ry. to the Profile House, where we made a short stop to get a view of the "Old Man of the Mountains," from there to Bethlehem, where we had an elegant supper at the Sinclair House. Then back once more to Fabyan's where a short halt was made before starting on our homeward journey. Leaving Fabyan's at 10:45 p. m. we arrived in Boston at 5 o'clock Monday morning, every one happy and well pleased with the trip, which will long be remembered by all the party.

Some of your readers may think this was a long and expensive trip, but not so. It was a long trip and a beautiful one, but not expensive as \$6 a couple covered the entire expenses. Too much praise cannot be given the committee for the management of this excursion, which was a complete success from beginning to end. Div. 157 gives an excursion somewhere every year and always make it a success. When any of you Brothers want a good time just join No. 157 on some of their trips and you will be sure to have it.

On Sept. 16 I attended a meeting of Division 335, where I met a jolly good crowd of Brothers. Considerable business was transacted. Among the passenger conductors on the Concord Division B. & M., is one A. B. Cole, who has been confined to his home for five long weeks by illness with no prospects of getting better. His wife

was discussed, and although not a member of the Order, it was voted to donate him \$25. Although the Division is only two years old, it has a membership of thirty-five and all a noble set of boys. May the Division and its members live long and prosper, and the Division continue to increase in membership, which it has a fair prospect of doing. As my letter is lengthier than I intended, I will draw it to a close.

Yours in P. F.

F. L. CASS.

TUCSON, A. T.

Editor Railway Conductor:

I would like to pass a few remarks regarding W. Welch's article in THE CONDUCTOR for August. I do not propose to discuss a thing of the past (with a great big "I told you so.")

Mr. Welch asks what would labor be worth in this or any other country were it not for capital. That sounds to me as coming from a fossilist of the past ages. Abraham Lincoln said labor was the creator of capital, and is, therefore, greater than capital. A man that is unable by the sweat of his brow to earn but enough to fill his belly and clothe his nakedness, is a bondman. The grandeur of humanity is in moral elevation, sustained, enlightened and decorated by the intellect of man. Therefore let us have faith that right makes might, and in that faith let us to the end dare to do our duty as we understand it. We should all bear in mind that we are sent into the world to act a part in it, and, though one may have a more obscure part assigned him, yet the actor of each is equally responsible. The writer of the article referred to, says that nine strikes out of ten would never occur, were the agitators driven from the field. I concur with him in that respect, but let me add—for his information—that nine conductors out of every ten, now outside of our Order, would join us if the bone-chewers of contention were mustered out of our membership. My learned brother repeatedly refers to his salary of one hundred and fifty dollars. The hundredth mark we reach here, but the additional fifty is too high for us. The great and good ship has not done that much yet for its members on the Pacific coast.

I believe some brighter intellect must have stepped on Brother Welch's toe with the corn on it, and the said intellect must have had the misfortune, at some time, to have been a member of the B. R. C. Now in regard to the amalgamation of the B. R. C. with the O. R. C., it was conducted in a business manner, for the best interests of the railway conductor at large, and not, as Mr. Welch would have one believe, crawl-

ing on their hands and knees carrying burnt offerings and sacrifices, humbly knocking at the door for admission. This I most emphatically assert, that the membership transferred from the B. R. C. to the O. R. C., have always been and are to day most loyal to the Order of Railway Conductors. After the O. R. C. was made a protective order, there was no room for two orders of conductors; and the B. R. C. did the right thing. I wish my good Brother Welch would take a trip to the land of sunshine and peace, and I will assure him that the members of Division No. 313 will forcibly demonstrate to him the falseness of his radical assertion, that it was the restless discontented offspring of the B. R. C. that took part in the past A. R. U. trouble; and that this was but what he expected of them. I have booked Brother Welch as a braggadocio. "Conceit, more rich in matter than in words, brags of his substance, not of ornament; they are but beggars that can count their worth." Again, he says that prior to this A. R. U. strike all railroads were running to their fullest capacity, and many of them running trains at a dead loss. Might I ask the necessity for running trains at a dead loss, when all were running to their fullest capacity? I have yet to know the railroad company that will run a train at a loss; such is not business, and not to be expected.

In this I am sure that thinking members of our Order will admit, that we stand sadly alone in the battlefield, and that there is a Warwick needed to bring in some way the forces together in order to bring about a successful issue; whether such a man is of our generation or not, I cannot answer. I look for great good to come of our next Grand Division, for we have mistakes to rectify, such we are all subject to. When the world was created, mistakes were first made, and the following are three of the most radical the writer knows of: man ought to have been created with his shins behind, and thus prevent their being cracked while coming in contact with the many obstacles that beset life's pathway; cats should have long bills, in order to pick mice out of holes, and the railway conductor should have had more pay assigned him.

Yours always for

JUSTICE.

SEYMOUR, IND.

Editor Railway Conductor:

"Not dead but sleeping the long, long sleep of 'Rip,'" would be an evasive yet an appropriate answer as to what has become of Division 301. In the long, long ago we were wont to sleep with our armor buckled tightly on, our senses all alive and active, our eyes and ears wide open, our

hands, and last but not least, our mouths wide open to the interests of the Order of Railway Conductors. Now we are like a lot of mummies, and 'tis only a question of time until we will get it "spread all over us."

Disregarding the old adage that "in prosperity we should prepare for the days of adversity," we have quietly leaned back on our oars and trusted the craft to drift along as best it could until now, when active work is needed, we have none to propel it. In the good old times past, when our number was larger, when those of our own—several in number—who have gone before, were with us, and even since then, we took a back seat for none. Our Division was our pride, and came next to our homes. Good attendance was always had and we could, until within the last year, say "We always have a quorum." It is true that in many cases the bulk of the work fell on a few—such is generally the case—yet the few were willing to devote their time and their limited ability toward keeping up a good Division, so long as they were encouraged by the attendance and advice of those who were in from their runs, and would aid with their presence.

It is something particularly singular that conductors, a body of men who in point of intelligence rank among the first, men used to strict discipline, regular habits and close attention to business, cannot or will not realize and see the importance of united and harmonious action, of staying close together, saying but little to the outside world, but doing their planning, their thinking and their acting for their good, for the good of their families, for the good of their employers and for the good of the conductors in general, at the right time and in the proper place. Had the writer the eloquence of a Gladstone, a Bismarck or an Ingersoll, he would exhaust it all in his efforts to bring about a different state of affairs as to Division matters. In the bright past, and not long ago, when we were working and pulling together, had it come to a hand to hand conflict we would have asked favors of none. To-day we would each hunt a tree to climb at the firing of the first gun. Who is to blame? I am, you are, each and every one. We are all lacking that particular, little bit of knack of encouraging each other, and that little bit of necessary stuff that oftentimes keeps us from doubling on a slippery rail, "Sand," spelled with a big 'S.' If any of the readers of THE CONDUCTOR have any good receipts to offer that will aid in getting up an interest, or any good story books, or the latest regarding Corbett and Fitz that would be considered a drawing card, rush them along, and we will adopt a literary department as an annex to our

Division. Election of officers will soon be at hand, and the one who is afraid of his popularity so far as to allow it to affect his control as an officer in any Division had better decline. Right or wrong the motive of an officer should be "rule or ruin," his action at all times of course being within the prescribed limits of the law.

Let us all begin anew and retrieve our reputation as a good Division, and with our sleeves rolled up and our shoulders to the wheel, show the world of railroad men that the B. & O. S. W. boys lead but never follow.

Yours in P. F. C. W. M.

HARRISBURG, PA.

Editor Railway Conductor:

There was a letter in the September CONDUCTOR regarding members holding insurance who are delinquent in the subordinate Divisions. I have been thinking this matter over and am of the opinion that the question should be taken up by our Grand Division at its next session. It is certainly annoying to have members delinquent who could as easily keep up their Division dues as not. If they did not have the means it would be different. When we talk to them they say they have the insurance and care nothing about the rest. Such men can be of no benefit to the Order in general, and if possible our laws should be so framed as to make them retain membership in both or neither. Some of them have paid grievance assessments for fear of being thrown out of their insurance, and this goes to show that every restriction is of benefit.

It is difficult to get some members to look at the Order in the right way, all they seem to care about are the insurance and the weekly Division benefits. I cannot agree that insurance belongs to the Grand Division, but feel it to be the duty of every Division sending a delegate to have a voice in the matter. Let us hope that some way of amending the law to cover this point, may be found at the Atlanta meeting.

This city has just had the pleasure of entertaining the Firemen, who met here to hold their fourth biennial convention. Many of the delegates were accompanied by their wives, and the different orders of the city took turns giving these ladies a day's outing. September 18 fell to our lot, and we had a pleasant time in spite of the rain. We ran a special train to Mount Gretna, one of the largest and most beautiful picnic grounds in the state. About one hundred and fifty of the visitors attended, and we had a splendid time, despite the rain which confined us to the dancing pavilion most of the time. The dinner was a trifle marred by the unaccountable ab-

sence of that prime necessity, butter, but a forager sent out into the country supplied the lack in good time, and what promised to be a misfortune only added zest to the occasion. We remained on the grounds until 2:30 p. m., and then paid the ore banks a visit. After these wonders had been duly admired we returned home by the way of Lebanon. The trip was highly appreciated by our guests, being pronounced by them one of the best of the week. Thanks are due Supt. Smith, of the Cornwall and Lebanon R. R., and Brother Smith, of Reading, for courtesies shown us during the trip over their road.

Yours in P. F.,

G. B. W.

COLUMBIA, PA.

Editor Railway Conductor:

There is a letter in the September CONDUCTOR from Brother Welch, in which he accuses me of finding a great deal of fault with our insurance laws, and especially those pertaining to disability claims. He is right; I do find fault with them when they deprive a Brother of what justly belongs to him. For what does he hustle to keep square with his assessments if not to receive his full due? He does not pay his assessments with the expectation that, when he is incapacitated for train service, unless possessed of some of this world's goods or a friend who will take him in charge, he will become a pauper. Your best friend is your own money—I have found that out, and I suppose you all have. Away with such laws, they are a disgrace to the Order. The Brother says we will be overrun with frauds if the law is changed, and I won't growl, but groan, when I pick up my next annual coupon of assessments and see about every other one a double-header. Well, we have four double-headers now, and the change would only make two more. Then all Brothers not frauds would get what justly belonged to them when incapacitated for train service of any kind. Now, Brother, don't you think for a moment that Division No. 331 would let a Brother's insurance go by default; the members are not built that way. You may rest assured that the delegate from this Division will be a member of the Benefit Department. I would like to hear the views of some other Brothers on the question of paying for paralysis.

Yours in P. F.,

GROWLER.

WILKES BARRE, PA.

Editor Railway Conductor:

As my last letter in your valued magazine was read by some of the Brothers and caused them to smile I will try another, and not be quite so severe on Brothers Culver and Kelley (the alderman).

Since you last heard from me Brother Raynor (from Canada), has been resting a few weeks just because he worked one day in daylight. Now, it seems queer that after a man works nights so long it takes some time for him to get used to working days. But then Raynor says he does not want to work days, unless they put "Spog" Norris on with him, as he and "Spog" get along so well together that he (Raynor) does not want any other engineer pulling him. T. X. says he does not care how many extras he has to make if Mose Mitchell will only keep out of his way when going home, as every time he follows Mose he lays him out, making him late getting in. Brother A. E. Law says he has a good run if he had some heavy men to do the unloading. Brother Sink, our assistant yard master at Kingston, has already commenced to worry about the cold winter days, and I do not know what will become of him this winter, as he has been wearing an overcoat all summer. Well, I guess there is room for another coat on those shoulders, Jess, so we will let it go at that. Now, as I said before, there are a lot of good boys on the D. L. & W.; so there are on the D. & H. and the Lehigh & Wilkes Barre. There is Brother Knauber, of the L. & W. B. C. Co.; we do not see much of him, but when we do he always has a smile and a good word for all. The same can be said of Brothers Dermody and Buckley. On the D. & H. we have Brother Brown, an old war horse, who is always ready to do anything that will benefit the Order or its members. Brother James Corrigan is still in charge of engine 31, and is a good man in the right place. I have not seen anything of Brother P. J. Rudy lately, but I do not mind that, as I know his time is taken up with the girls in Avoca. Now, in my last letter I spoke of the L. A. in this city. We have a Division which I cannot say anything about, as there seems to be a falling off of membership. You do not see any reports where Division No. 20 holds entertainments or tea parties, like we read of in THE CONDUCTOR. Come, Sisters, get together and be agreeable, and you can have as good a Division as any L. A. in the country.

It is with regret that I inform the Brothers and Sisters of the death of Herry, the youngest child of Sister and Brother Wallace, and am sorry to say the attendance of members of Division 20 L. A. and 160 O. R. C. was very small at the funeral.

I see that the B. of L. F., at their convention in Harrisburg, Pa., have passed resolutions favoring the payment of Lehigh Valley members who were loyal to the Order, and I hope that at our next G. D. the members of our noble Order will not be forgotten, and I hope the delegates will show themselves as good as the B. of L. F. to the Brothers who are in need of some consideration for their loyal stand for right and justice.

Yours in P. F.,

JAMES FINLF

MENTIONS

If Brother W. A. Dillon, of 274, will write to the secretary of his Division he will learn of something to his advantage.

**

If the party who wrote us asking us to insert inquiry for the wife of a former Georgia Pacific conductor, will furnish us his name, we will consider inserting his inquiry.

**

Grand Secretary and Treasurer, Wm. P. Daniels, was nominated by acclamation as the Democratic candidate for Congress from the Fifth District of the state of Iowa.

**

Look out for a fraud wearing clothing marked "W. H. R.," sailing under the name of George T. Taylor and claiming membership in Division No. 44. Last heard of was in Kansas.

**

Brother Geo. W. Cortright, of Division 10, one of the late Lehigh Valley conductors, has gone into the meat business at Owego, N. Y. We wish him success, and hope that the Brothers will give him their patronage.

**

"There is always room at the top." We regard *The Chicago Herald* as a model newspaper. It merits the wonderful success it has achieved. It is edited with great ability, and its news and literary features are of a high order.

**

It affords us pleasure to note that later advices inform us that the re-election of Grand Secretary F. W. Arnold, of the Brotherhood of Locomotive Firemen, was without opposition. A spontaneous, unqualified endorsement and expression of recognition of efficient and faithful service.

**

It is important that the members of our Order make arrangements as early as possible with their secretaries to report them as being entitled to THE CONDUCTOR for the coming year. All

changes of address should be given at the same time.

**

Brother J. T. Crutcher, of Division No. 165, has retired from railroad work for the present, and is running a restaurant at Springfield, Mo. His many friends will learn with pleasure that the business promises to be successful from the first.

**

The Chicago Herald is, in our judgment, the most ably edited journal and the most candid and fearless defender of the people's rights published in the west. It scourges the monopolists without stint, and throws its mighty power, in every instance, on the side of the oppressed.

**

Brother Richard Ramsden, of Division No. 75, is anxious to learn the present address of Charles Beattie, late of Point St. Charles, Quebec. When last heard from Mr Beattie was working at Los Angeles, California. Anyone having the desired information will confer a favor by addressing Brother Ramsden at 11 Maple Ave., Montreal.

**

Brother E. Humphrey has accepted the position of special agent for the Travelers' Insurance Company, of Hartford, Conn. His headquarters are at Cleburne, Tex., and his territory is along the line of the Gulf, Colorado & Santa Fe, where he formerly ran a passenger train. Brother Humphrey's many friends will learn with pleasure that he is making a decided success of the new business.

**

The Railway News Reporter, of Omaha, is out with a large and fine review number. THE CONDUCTOR acknowledges with thanks, receipt of a copy, and we have found much pleasure in looking at familiar faces among the large number of really good portraits of prominent railway men which it contains. Brief sketches of the lives of many are given. Altogether it is a very interest-

ing book. It is offered by Arthur Brown, Box 470, Omaha, Neb. Price \$1.00.

Brother F. C. Webb, of Division No. 1, has been promoted to the position of Division Superintendent, having in charge the third, fourth and fifth districts of the Denver & Gulf. His headquarters are in Denver, and the lines under his charge are those running from Denver to Greeley, Graymont and Pueblo, with all their branches. Brother Webb is well qualified to meet all the requirements of his new position, and the company is to be congratulated upon securing the services of so faithful and efficient an officer.

Mr. F. J. Feldman, photographer, of Tucson, Arizona, sends THE CONDUCTOR a handsome group photo of the members of Division 313. It is really a work of art; forty-two manly faces grouped around the charter of the Division, with officer's badges at each corner of the photo. The original, 44x54 inches in size, was presented by Mr. Feldman to the Division. The present was, beyond doubt, as acceptable to the Division as is the copy sent us to us. Mr. Feldman has our thanks.

Charters of Divisions 254, 295, 312 and 348 have been arrested on account of the actions on part of a majority of their members in connection with the late strike. Loyal and innocent members can, if square on the books, secure their credentials and transfer to other Divisions, by applying to the G. S. and T. for same. The S. and T. of 295, C. A. Gibson, disappeared, and with him some of the books of the Division. The charter of Division 356 was arrested on account of general neglect of the Division and its work, on part of its officers and members.

INDIANAPOLIS, IND., June 27, 1894.

ISAAC DOLES—*Dear Sir*:—We are all out again of your song, "My Sweetheart of Years Ago." Bring down 100 copies at once. It's the best seller we have had on our counter for years, and you have made a great hit! Respectfully,

EMIL WULSCHNER & SON.

The above is a sample of the many orders received. Send this notice direct to the publisher, Isaac Doles, Indianapolis, Ind., and get a sample copy at the introduction price, 10c., for piano, 15c. for orchestra. Regular price 40c.

Brother J. H. Evans, of Division No. 1, was the victim of a sad accident on the 3d of the present month. He was switching at Maywood,

Ill., on the C. & N. W. R. R., and in attempting to catch a cut of cars, fell beneath them. When taken out it was found that his right arm was cut off below the elbow, his left shoulder was dislocated and his right leg badly cut, though the bone had not been broken. He was taken to St. Luke's hospital, Chicago, where he was doing nicely at the last account. All will sympathize with Brother Evans in his great misfortune, and will hope for his speedy recovery.

For \$3.25 we will send THE RAILWAY CONDUCTOR for one year and deliver to you post paid a complete volume of the genuine Harper's Pictorial History of the Civil War, in portfolio form, bound in paper. This volume contains more than 800 pages, 11½ by 16 inches, and more than 1,000 of the best illustrations that appeared in *Harper's Weekly* during the war. For ten new subscribers, at \$1.00 each, sent by one person, we will give you the Pictorial History as above free, post paid. Will quote prices on handsomely bound copies in one or two volumes.

The members of New York City Division are arranging for their fourth annual ball, which is expected to be the event of the season. To vary matters the committee have decided to make it a Calico Ball. It will be held on Wednesday evening, November 21st, at Lyric Hall, Sixth avenue between 41st and 42nd Street. The executive committee are Brothers Cramer, Heitzman, Finley, Hicks, Marley, Brisack, Hall, Cameron, Shepard and Merrill. No pains will be spared in making it a complete success, and a cordial welcome will be extended visiting Brothers.

For \$1.75 we will send THE RAILWAY CONDUCTOR for one year, and deliver to you, prepaid by express, "Boys' and Girls' New Pictorial Library of Prose, Poetry and Art." For four new subscribers at \$1.00 each, sent by one person, we will give you this handsome book, which is elegantly bound in red silk cloth, and which contains 132 fine illustrations; 41 full page engravings; 24 full page illustrations, in colors. The book is full of articles on travel, adventure, history, biography, etc., by eminent authors. It is a book of instruction and pleasure for your young folks, and is ordinarily sold for \$1.75. We can make it an object for you to get us some subscribers.

In Brother John F. Thorpe, Division No 48 claims to have the oldest conductor on this conti-

ment in regular service. Brother Thorpe began his railroad career in the early fifties, being engaged in construction work on the old Great Western. In 1854 he was promoted to the position of freight conductor, and for the past thirty-six years has had a run from Detroit to Suspension Bridge, a distance of 252 miles. Although nearly 73 years of age, he still holds the old run, and it is his proud boast that he has never had a passenger injured on a train in his charge. He is still hale and hearty, and promises to add many years to his already wonderful record.

* *

A fraud giving the name of H. W. Pangburn, and claiming to be a member of Division No. 148, has been imposing upon the members in Wisconsin. The secretary of Division No. 148 says he never belonged to that Division, and there is no record in the general office of membership on the part of any such man. Several cases of this kind have come to light recently, and members will have to be very careful in order to prevent being imposed upon. Where parties present themselves, claiming to be a member of a certain Division, if they are not armed with unquestionable credentials, it would be well to telegraph the Division in question, and ascertain whether or not their representations are correct.

* *

Words fail us entirely in undertaking to express the awfulness of the appalling calamity which came to Brother Phil. S. Herbert, of Division 11, on the night of Sept. 21st. Brother Herbert resided at Osage, Iowa. At ten o'clock p. m. of the date mentioned, his house, barn, and all his personal effects were swept away by a cyclone, and his wife and two children were instantly killed. Our Order is composed of tender hearted men, and Brother Herbert can feel assured that from every one of those hearts there wells up, for him in his trouble, sympathy and sorrow, pure and sincere.

* *

The Union Trust & Security Co., of Chicago, are in the field with a somewhat unique and new plan for the encouragement of savings on the part of wage earners, and as the plan guarantees the return of all money invested, together with reasonable interest thereon, as well as the assuming responsibility for attending to some matters in which many members are somewhat negligent, it seems to promise nothing but benefit for those who may take hold of it. The contracts given by the company are guaranteed by the Royal Trust Co., and secured by actual securities deposited with them. The company offer to enter

into a contract with any member of certain organizations, among them our own Order, by which the member invests with the company a monthly and agreed upon amount, from \$5.00 up. The company guarantees to pay all assessments against his certificate in the Benefit Department and to refund him at the end of the twenty years, for which the contract runs, considerably more money than he has invested, the excess being what the money would earn at a moderate rate of interest. In addition to this, the insurance of the member has been cared for during the life of the contract. Any member taking hold of it can secure himself absolutely against loss by sticking to it until eight per cent. or more of the total amount to be paid under the contract, has been paid in. After this amount has been paid, the agreement may be terminated, if the member chooses, in any one of three ways, namely: accepting a paid up contract for a proportionate amount of what would be due if the contract was carried through the time contemplated; accepting a cash surrender value, or leaving the money paid in there and accepting a contract under which the Security Co. agree to pay the insurance of the member for a stipulated and agreed upon time. It is not one of those schemes by which anyone can expect to get suddenly rich. There is nothing of the lottery about it. It is simply an investment of a moderate sum, such as the member is able to save from his earnings in such a way as secures the highest possible benefit from such moderate and steady savings. The company can, by combining the small amounts, make investments of large sums at good rates of interest, and thereby earn a fair return for their efforts, while being absolutely safe.

* *

"One evening some of the men ran down from their camp to tell us that a York boat was coming down the main channel. Here the rapids are as fierce as those of Niagara, and no boat has ever been known to come down safely. I do not know when I have seen anything that so strongly impressed me. It was a large black boat, carried off by the floods above, with a capacity for perhaps eight tons of cargo and a dozen men. We could see her coming afar off, hurrying down, riding the smaller rapids so well that we thought she might possibly run the larger ones. But as she struck the great masses of surf the first blow made a large hole in her side, showing the black ribs; at the second she plunged and turned over; at the third the fragments of the hull floated upside down on the water, and then she swept past us, a confused mass of splintered timbers."—"A Woman in the Mackenzie Delta."—*Outing for October.*

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Oct. 1; Expires Nov. 30, 1894.

Assessment No. 287 is for death of Geo Galvin, Sept. 15, 1894.

BENEFITS PAID FROM AUG 23 TO SEPT. 20, INCLUSIVE.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
727	\$1,000	Death	W. Wilson	Kidney Disease	672	A	289
728	4,000	Dis.	A. F. Langford	Loss of Leg	214	D	196
729	1,000	Death	Jas. Munn	Accident	2832	A	225
730	3,000	Death	R. C. Tabler	Heart Disease	3605	C	159
731	2,000	Death	J. S. Coughlin	Shot	2307	B	280
732	2,000	Death	J. W. Fuqua	Consumption	2470	B	332
733	1,000	Death	J. E. Tobias	Suicide	2044	A	78
734	1,000	Death	J. L. Connolly	Typhoid Fever	5004	A	221
735	1,000	Dis.	C. E. McFarren	Loss of Leg	4696	A	138
736	2,000	Death	C. A. Smiley	Shot	2123	B	343
737	3,000	Death	G. R. Oyster	Accident	2970	C	95

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,010; Series B, 2,761; Series C, 4,746; Series D, 359; Series E, 90. Amount of assessment No. 287, \$26,652; Total number of members 12,986.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to August 31, 1894.....\$1,703,431 70
 Received on Expense Assessments to August 31, 1894.....25,995.00
 Received on Applications, etc., to August 31, 1894.....27,889.79

\$1,757,316 49

Total amount of benefits paid to August 31, 1894.....\$1,663,804.00
 Total amount of expenses paid to August 31, 1894.....62,361.86
 Insurance cash on hand August 31, 1894.....31,150.63

\$1,757,316 49

EXPENSES PAID DURING AUGUST.

Incidental, 25 cts.; Fees returned, \$3.00; Stationery and Printing, \$11.00; Salaries, \$363.67; Postage, \$132.00; Total, \$509.92.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 283 to Sept. 20.....\$24,265 00
 Received on Assessment No. 284 to Sept. 20.....11,452.00
 Received on Assessment No. 285 to Sept. 20.....2,838.20
 Received on Assessment No. 286 to Sept. 20.....2,635.00

WM. P. DANIELS, Secretary.



Gibson.

Died, Sept. 30th, at Minneapolis, Minn., of typhoid fever, Albert Gibson, aged 39 years. The above was born in Seymour, Ind., September 6th, 1853, where he lived until 1876 with his parents. Early in life, when but a mere boy, he evinced a desire to be a railroad man, and, in 1874, took service with the O. & M. as a brakeman. In 1876 he went to the C. & V. road, where he acted in the different positions of brakeman, freight and passenger conductor, for several years. In the year 1881 he was married to Miss Mary Falk, of Brownstown, Ind., one child being born to them, a girl, now 13 years of age. Leaving the service of the C. & V., he worked as a conductor on the M. & O. and M. & St. P. roads for several years, he being employed by the latter at the time of his death. He was a member of the Masonic order, U. R. K. of P., and belonged to St. Louis Division No. 3, O. R. C. He leaves an insurance of \$3,000.00, \$1,000.00 of which is in the Conductors' Order. Al. Gibson was well and favorably known to old O. & M. railroad men, and to the major portion of the people of Seymour. A wife, a daughter and a mother living in Seymour are left to mourn his untimely death. The funeral services were conducted by Hermion Lodge No. 44, K. of P., and his remains placed in the cemetery at Seymour, Oct. 3rd.

Kalihar.

Monon Division, No. 89, is in mourning for the death of Bro. P. W. Kalihar, one of the best known and most highly esteemed of its members. Bro. Kalihar had been for several months a sufferer from that most dreaded of all diseases, consumption. Every thing that loving hearts could suggest, and the best medical science could offer was done to check the ravages of his malady, but it all proved of no avail. He was finally called to make the last run home at 1 o'clock a. m. of September 10, last. In the death of this Brother, Division 89 sustains a loss that the members feel can never be replaced. He was to them a Brother in all the term should imply, and their sorrow could not be more poignant if the tie had been one of blood instead of brotherhood. Their sympathy with the sorrowing wife and daughter was the deeper for this sense of personal bereavement, and for their personal knowledge of the full extent of the loss they were called upon to mourn. The entire Order suffers when such members are called to their final home, and joins in extending sympathy to the family in their hour of supreme affliction.

Stone.

The ranks of Division No. 209 have been broken by the death of Brother D. R. Stone, one of its most zealous and most favored members. At a recent meeting of the Division resolutions were adopted expressing the deep sorrow of the members over the death of one who had been to all of them a Brother in everything that word can imply. Their sympathy was also extended the bereaved family in their loss of a kind and affectionate husband, father and protector.

Cunningham.

Denver Division No. 44 has been called upon to mourn the loss of one of its most worthy and most highly esteemed members, Brother Scott Cunningham. Deceased had been ill for several months, and on August 25, last, the attending physicians decided that the only hope for his recovery was to be found in a delicate surgical operation. Previous suffering had made him too weak. Fever, to stand this additional strain, and on the following day he passed quietly away. At the time of his death Brother Cunningham was general yardmaster for the D. & R. G. Ry., and was held in high regard by the officials of that road, and by all who knew him. A wife and two children are left to mourn the loss of a loving husband and father. Resolutions expressing the sorrow of the members at the death of this upright citizen and faithful Brother and their sympathy with the bereaved ones, were passed by Division No. 44 and by Division No. 41, L. A. to O. R. C.

Brown.

For the second time in the present year the Brothers of Pine Tree Division No. 66 have been called upon to perform the last sad duty of laying at rest one of our Brothers. Sunday, Sept. 30, as many of the Brothers as could went to Island Pond, Vt., to attend the funeral of Brother T. A. Brown, who was killed by falling between the cars from the top of his train at Gorham, N. H., September 27th. Brother Brown was a genial companion, a devoted friend and a zealous Brother, and his death has left a vacancy it will be difficult to fill. A wife and two small children mourn his untimely death, their grief being shared by every Brother of Division No. 66.

Sammons.

Nellie, wife of Brother J. E. Sammons, died at their home in Blue Island, Ill., Sept. 6, 1894, after a brief illness of three days. Mrs. Sammons was the daughter of Rev. Thomas McBroom, of Toronto, Canada, and was born in that city August 7, 1861. She came to Blue Island with her husband about a year ago from Denver. Her life has been a retired one, and devoted to the study and practice of art. She was an ardent lover of nature, and possessed no little skill in painting upon the canvas what pleased her in nature. Her husband and one son, Chester, are left to mourn her loss from the home she loved and graced with a kindly life. After a brief service of prayer at the house, August 7, Mr. Sammons left Blue Island with the remains for Denver, Colorado.

Starkeman.

At a regular meeting of Division No. 216, resolutions were adopted expressing the sorrow of the members at the death of Brother G. A. Starkeman, and their sympathy with the bereaved family thus deprived of a loving and devoted husband and father.

Boylan.

At a meeting of Wilmington Division No. 224, held Sept. 16, last, resolutions of respect to the memory of Brother R. E. Boylan, Chief Conductor of that Division, recently deceased, and of sympathy with the bereaved family, were adopted.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, NOV., 1894.

NO. 11.



CONTRIBUTED.

WHY DO WE MAINTAIN STATE GOVERNMENTS?

BY W. P. BORLAND.

It costs the people of this country more than one thousand millions of dollars annually for the purposes of government; about one-third of this vast sum is paid for keeping up the numerous state governments throughout the country; and it is a question if this great sum of money is not worse than thrown away, it is a question if the people derive any benefit whatever from the existence of their state governments. What benefit is conferred upon the people at large by the existence of our separate state governments? What useful purpose do these governments serve, what duties do they perform for the people in return for the enormous sums which they exact from the people, that could not be as well, or even much better, performed by the central government at Washington? Under our theory, we cannot suppose government to exist except for the benefit of the people; it is, at best, but a means of administering the collective affairs of the people; a method which they have adopted for the administration of those matters which cannot be attended to, or not so well attended to, by each individual acting for himself. "The expense of government to the individuals of a great nation," says Adam Smith, "is like the expense of management to the joint tenants of a great estate." The idea of reciprocity of service between the individual and the state lies at the bottom of all governments, even the most despotic; it forms the only basis of justification for the exercise of the supreme attribute of sovereignty, the taxing power. Says Judge Cooley: "The justi-

fication of the demand (for taxes) is found in the reciprocal duties of protection and support between the state and those who are subject to its authority. The person upon whom the demand is made, or whose property is taken, owes to the state a duty to do what shall be his just proportion towards the support of government, and the state is supposed to make adequate and full compensation, in the protection which it gives to life, liberty and property, and in the increase to the value of his possessions, by the use to which the money contributed is applied."—Cooley, on Taxation. Governments may become oppressive, either in the exercise of their delegated authority, in the usurpation of authority not delegated, or in the extravagance with which they use the people's money; but that does not change their nature at all, and when the tenants of the "great estate" find that they are paying more for its management than they ought to pay—that is to say, when they find that they are not receiving benefits in proportion to their payments—they will consult their best interests by instituting new management. That is the condition to-day; the people are paying more for their government than they ought to pay; they are not receiving benefits to correspond with the magnitude of their payments; the management of their estate is costing them more than the character of the management itself is worth; and they ought to institute new management.

The evolution of our government has been such as to render the separate state governments

practically useless. They are not sufficiently local, nor yet sufficiently general in character to supply the wants of the people; they are not in a position where they may supply the administrative details necessary to the government of a united people. They are continually interfering in the purely local affairs of the people in such a way as to always do more harm than good, because it is impossible for them, because of their too general character to obtain a correct view of the diverse local interests they are called upon to deal with; and they interpose themselves as barriers to prevent the people from exercising that control over, and influence upon, the general government which they ought to exercise in order to preserve their liberties. What the people want now in the way of government is more local power down close to the people, more power to deal with the common, every-day wants of life as they chance to arise; and more general power to deal with matters that are essentially common to the whole people. The state governments stand as a bar to the inauguration of any measures which conform with these two requirements of good government; they clog movement from below as well as from above. When the people desire to act locally their state government stands in the way, and when they desire to act generally they are confronted by the same obstacle; and there seems no way in which the difficulties of the situation may be overcome, except by the obliteration of state lines and the abolition of separate state governments. In supporting the separate state governments the people are not getting what they pay for; they are paying for a sort of government which it is impossible for the states to give them.

The danger which the founders of our government feared from the destruction of state autonomy and the concentration of power in the hands of the general authorities no longer exists; or if the danger does still exist the circumstances have so changed as to render the people more competent to deal with the danger, and combat it, than they were a century ago, and to place them in a position where they can exercise greater control over the general government directly for the purpose of warding off the danger, than they can by acting upon it indirectly through their state governments. At the time our government was founded local interests and local prejudices were strong; there were greater differences of feeling and diversity of interests and sentiment existing between the citizens of New York and Pennsylvania than there are to-day between those of Michigan and California; and still more were the people of the south, those of Maryland, Vir-

ginia and the Carolinas, a separate and distinct people from those of the north. Attachment to local institutions and local characteristics and peculiarities were strongly marked; put a citizen of Massachusetts or Pennsylvania down on the streets of New York, at that time, and it could at once be told what state he hailed from; if his dress did not proclaim him it was only necessary to engage him in conversation and his dialectical peculiarities would; and he was looked upon as some sort of a foreign animal. By mere observation of his individual peculiarities the citizen of a particular state might be pointed out in a crowd with almost unfailing certainty. The means of communication between the states, those forces that promote social intercourse, harmonize individual peculiarities and create a homogeneous people, were also the crudest and most inefficient; it took longer to go from New York to Charleston than it now takes to go from Portland, Maine, to Portland, Oregon, and the trip was infinitely more dangerous and costly; and the newspaper published in Philadelphia might not be read in New York until it was nearly a week old. Under such circumstances there was danger to be apprehended from too great centralization of power, that the general government would come to be dominated by one of these local cliques—if I may so call them—and would be used to magnify the importance of one particular locality at the expense of all the others. How well founded was the suspicion of any such danger may be judged from the extent to which the federal power has been used for the building up of local interests, in spite of the limitations placed upon such power by the existence of the state governments. The people, too, being thinly scattered over a wide extent of territory, and not having facilities for properly exerting their influence or impressing their will upon the central governing authorities, there was danger, especially as there was an active monarchical sentiment present in the country at that time, that a few designing persons might obtain control of the government and saddle the people against their will with a government identical in substance, if not in form, with the one which they had just fought so long and so bravely to free themselves from. Our forefathers showed a wise judgment, then, when they sought to maintain the integrity of their state governments, and restrict the power of the general government to the dealing with those matters only that were essentially common to the whole people. Even though they may have made mistakes that are now plainly apparent, in the construction of the instrument which was to accomplish their end, the object they had in view was a laudable one.

But, since our plan of government was adopted, while those purely local interests which come within the purview of government have not declined, but rather increased in importance till the purely local machinery has become too weak to handle them,—and this deficiency in the local machinery has been attempted to be made good by calling on the power of the state, with the result that there has been everywhere exhibited a want of adaption,—those interests which are essentially common to the whole people have enormously increased, both in extent and importance. At the same time that this change has been taking place the facilities for keeping watch upon the general government, and impressing it with the common will of the people, have been so vastly improved and extended that the influence of the people of California or Oregon can now be made nearly, if not quite, as effective in shaping federal policy as can the influence of the people of New York or Pennsylvania. Local prejudices, and local characteristics and peculiarities, too, have, to a great extent, disappeared; we have become practically a homogeneous people; the citizens of one section of the country find themselves thinking the same thoughts, animated by the same wants and aspirations, as are those of another; and there are practically no longer any distinctive traits which mark out the average citizen of one state from the average citizen of another. Even the localisms of the southern people which formerly marked them off as a distinct people have, to a great extent, disappeared along with the peculiar institution which kept them alive.

In the presence of these new facts the old theories no longer have force. Rather, the need for keeping alive a force to preserve and protect our liberties is as great as ever, but new circumstances demand a new force, and the government that was constructed to conform with the old theories fails to fill the bill when it is brought to the test of the new facts. The changed conditions have been accompanied by a decline in the importance of the state governments with a corresponding increase in the power and importance of the general government; and for general purposes the federal government truly represents the survival of the fittest. In this connection it is curious to note how wide of the mark were the deductions of Hamilton and Madison on the subject of relative growth in the importance of national and state governments. These able statesmen reasoned that the natural development of our scheme of government would be to increase the power of the state governments, while all the time decreasing the power of the federal govern-

ment and rendering it less and less competent to encroach upon the power of the states—see the *Federalist* on this point, especially papers XVII and XLIV—and they pointed out from this standpoint that the people had nothing to fear from the encroachments of the federal power. This reasoning, of course, was based upon the well known localisms of the people as they then existed, and upon the almost universal previous experience of mankind with popular governments; and had the localisms they had in mind continued to exist the evolution would, no doubt, have been upon the lines indicated.

But had the eminent authors of the *Federalist* been gifted with the power to look into the future; had they known that they were standing in the dawning of a great industrial and economic revolution which would sweep old customs into oblivion and change the entire aspect of the civilized world; had they been able to predict the wonders that have been accomplished by the aid of the railroad and the telegraph and caught a vision of the vast empire that was destined to arise in that *terra incognita* west of the Mississippi; had they been able to foresee that in a few short generations from their time there would be a populous and intelligent community, even on the Pacific coast, owing allegiance to and having a common interest in the general government with all other sections of the country, even unto the Atlantic; and were it possible for them to have caught a glimpse of that miracle of science whereby the event which occurs at noon in the city of New York may be discussed on the streets of San Francisco, over three thousand miles away, at 9 a. m. of the same day—had they been able to foresee these things, I imagine they might have arrived at different conclusions.

To deal with the essentially common interests that have arisen out of our changed conditions and environment, the states have proved themselves utterly incompetent; the one case of the railroads may be cited as an example of failure on the part of the states; it was only after the aid of the federal power was invoked that there was even an approach to efficient protection of the people's interests in the railroads brought about. Before, all was chaos and clashing of conflicting regulations. It is not hard to recall the puerile and inefficient attempts of the states to control the railroads through the so-called "granger laws." Although the validity of those laws was sustained by the federal supreme court when they were attacked on constitutional grounds, their diverse and chaotic character, because their operation was necessarily restricted by the existence of arbitrary state lines, created endless con-

fashion and demonstrated the utter incapacity of the states to deal with the great common interest which the people of the whole nation have in the railroads. Only when, after strenuous opposition from local interests and much objection to such an extension of the federal power, the federal jurisdiction was extended to the railroads, did there appear a regular and comprehensive scheme of control. And where the interstate commerce law has failed of its evident intent, such failure may, in many instances, be ascribed to the fact of its coming in conflict with certain state regulations that have been set up against it; the attempt to place an arbitrary construction not within the meaning of the statute on the word "line," so as to destroy the authority of the commission to deal with roads lying wholly within the borders of a single state but forming parts of continuous routes between different states, is one notable instance of such conflict. The federal construction of the word "line" has thus far been sustained, but it is worthy of note that the existence of arbitrary state lines is the only thing which furnishes occasion for such puerile disputes. But the railroads, as well as corporations in general, are subject, in other respects, to state authority and state attempts at regulation which operate only to the people's detriment. I have just been looking over some of the state provisions, as to the taxation of corporations and I can certify to Judge Cooley's truthfulness, where he says: "The method of taxing these artificial bodies, when not fixed by the constitution or by charter, is left to the legislative judgment, and the diversity actually met with under tax laws is very great." The diversity is, indeed, "very great;" it is enough to make one's head reel to attempt to establish any regular principles from out of the general confusion. Notwithstanding that the operations of these artificial bodies are nation wide, each state in the union seems to proceed upon a different theory, or want of theory, in dealing with them. Not alone with respect to the taxing power, but with respect to other regulations concerning the conduct of corporations, has the "legislative judgment" in the various states been allowed to operate without restriction; and the influences that have been brought to bear to pervert that "judgment" have been neither few nor insignificant. A perfect saturnalia of corruption reigns in our state legislatures throughout the land; and the business of our state legislatures, of late years, has been merely the trading in legislation, for a consideration to the legislators, affecting corporate and other private interests. This question of bribery is one that has come to occupy the attention of

publicists with increasing frequency, of late; it was discussed by Moorfield Storey, at the last annual meeting of the American Bar Association in an able address, a part of which was as follows:

"The danger against which we guard in constitution and which in conversation we recognize and deplore, is the danger that private interests can afford to pay the privileges which they seek, prices which the ordinary legislator cannot refuse. In many states, certainly, there has grown up an irresponsible body, between the people and their representatives, which undertakes to sell legislation and finds the business extremely profitable. When the legislature meets, each professional lobbyist has a body of members who will listen readily to his advice and whose votes he can influence to a greater or lesser extent. Certain large corporations which are likely to be interested in legislation adopt the same method of selecting representatives, and each has its cohort of disciplined supporters. The issues upon which these representatives have been chosen have played no part in the campaign; have been discussed in no political meeting, have attracted no public attention. The real question which is to divide the legislature which they choose, is whether one party or another shall acquire the right to control the streets of some great city."

This states the fact with regard to our state legislatures; they have become useless, no longer have any work which they can do for the people, and they have thus developed into mere agencies for the pandering to private interests. The power which they possess, as it is no longer capable of being used for a good purpose, must be used somehow or other, so it is used for a bad purpose. It must not be supposed, either, that the corporations are always the ones who are principally to blame in this sort of work; bribery comes to be a mere matter of self defense with them quite frequently, and takes the form of blackmail. Unscrupulous legislators, who ought to be in the state prison instead of the legislature, frequently take advantage of their position to introduce bills inimical to the interests of a railroad, for instance, and then they demand and receive money from the railroad managers for defeating or suppressing such bills. The amount of money which is paid out by the corporations for the purpose of corrupting legislation in our various states must reach to an enormous figure. It is stated to be \$30,000,000 annually by the railroads alone,—but, of course, there must always remain a certain element of guesswork about such estimates—and it all comes out of the pockets of the people in some form or other; it is regarded by the corporations as being in the nature of an investment, and they never make an investment where there is no show for profit. What do the states give the people in return for it? Nothing. As I have said, the operations of corporations are nation wide; the laws under which they are organized, then, ought to be of national scope and application. But such is not the case. A corporation might organize under the laws of the insignificant little state of Rhode Island (excuse me for using capital letters) and

operate in every state in the union, from Maine to Oregon and from the Canadian border to the gulf, when it is quite possible that there is not a single state in the union, except Rhode Island, where it might secure a charter which would enable it to carry on its particular business. It is extremely difficult to reconcile that condition of affairs with any possible construction which may be placed upon the doctrine of state sovereignty. By "capturing" the legislature of a single state a corporation may be created with full power to inflict its operations on the citizens of all other states in the union when, not only would it be impossible for it to secure a charter in any other state, but its operations are carried on in opposition to the wishes and against the emphatic protest of the citizens of all other states. The Louisiana Lottery Company, which was long incorporated under the laws of the state of Louisiana, furnishes a notable example of the powerlessness of the state governments at large to protect their citizens from the consequences of vicious legislation enacted by the legislature of one state in particular. The contest over the lottery question is fresh in the public mind and will be readily recalled. How the company nearly succeeded in buying a charter from the Dakota legislature after its prospects for obtaining a fresh charter in Louisiana were blasted, is recent history; and that we should have had the lottery still with us, had the Dakota scheme materialized, no person can doubt. There is no state sovereignty about that sort of business. If the states are to be regarded as autonomous bodies, then there can be no very serious objection to any one of them setting up any sort of an institution it sees fit, within its own borders, providing it obeys the requirements of its own constitution and providing, too, it limits the operation of the institution it sets up, to its own particular territory; but when its operations are extended into the domain of all other states, against the will of those other states, I fail to see where any rational theory of state autonomy finds lodgment. Such a condition as that is not merely the assertion of the autonomy of a single state, it is the invasion of the autonomy of all other states. In this connection, it is instructive to observe how instinctively and with what practical unanimity the people turned to the federal power for relief from the lottery evil. It was the only governmental force that was competent to deal with the common interest of the people in the emergency that had arisen; and it was exerted as far as possible. Although the general government has no power to prevent the state of Louisiana, or any other state, from

chartering a lottery, it did all it could do, and restricted the lottery company's facilities for doing business, to a certain extent, by refusing it the use of the people's postal system.

On the other hand, we have a sort of corporation which is the peculiar progeny of the federal government, and which inflicts its operations upon the people at large to the destruction of state autonomy. This is the national bank. A license tax cannot be imposed upon national banks, nor can the states exercise any control over them whatever, except as permitted by congress. Whatever power of control the states exercise over the national banks is power which they have received from the federal government, and which must be exercised strictly within limitations prescribed by the federal government; and such power may be extended, abridged or annihilated, at the pleasure of congress. It is true that this denial of state authority over national banks rests upon a well settled principle, a principle which limits the power of control of each state and of the federal government, respectively, to its own agencies of government. Nevertheless, although this principle was applied to the old United States bank, and the power of the states to tax it was denied on the ground that it was a chartered agency of the federal government, it is hard to see how the principle may be made to apply to the present national banks without straining it wonderfully near to the breaking point.

There is, in fact, no longer present, such a condition as real self-government in any of our states—and this assertion is made with reference to the recognized constitutional meaning of the term, and in no absolute sense—the federal power can, and does invade the constitutional rights of the states, at pleasure, and the states are powerless to prevent it. This condition arises from the peculiar nature of our federal compact which makes each individual citizen of the United States subject to the authority of the federal government, as well as to the authority of his particular state government; and the circumstances of our development have naturally forced the federal power to the front as the dominant governing force and caused the members of the compact to look more and more to that dominant force to supply the needs of government. The structure of our federal government is well described by John Stuart Mill, as follows: "The federal congress of the American Union is a substantive part of the government of every individual state. Within the limits of its attributions, it makes laws which are obeyed by every citizen individually, executes them through its own of-

ficers, and enforces them by its own tribunals."

It is such a structure as this which is alone able to supply the wants of a united people; it is blindly recognized, and the people turn to this power to supply the deficiencies of their state governments, in spite of the fact that they are held back by that bugaboo, "centralization." They hesitate to take the leap into what seems to them the dark; let us hope that they may not hesitate so long as to give the enemies of democracy such a hold upon the federal government as will give them the opportunity to make centralization truly a thing to be feared. Now, the

deficiencies of the state governments in that domain of statute law which is recognized to be still peculiarly their own, the harm they do to purely local interests, together with some considerations on centralization of power, have still to be noted; and as this subject is an important one, because of the feeling abroad that we are approaching a period where there must occur changes in the organic structure of our government, it is worthy of another article; wherein, after we see their importance to the prevailing party system of politics, we may be able to get an answer to the question, "Why do we maintain state governments?"

INCONSISTENT REFORM MOVEMENTS.

BY JOSE GROES.

The word reform implies the need of suppressing some deformity which has crept in or been evolved by the inner forces of the organism in question, in defiance of the order of nature. Social reform embodies then the conception of some deviation from natural law on the part of that collectivity of human beings called the nation, and therefore the necessity of a return to the simplicity of all well defined processes of nature, or, if you like it best, of a better adaptation to such processes, for the purpose of a higher development of humanity.

When applied to men, individually or in groups, natural law includes two departments, the physical and the mental, or the material and the ethical. Every reform movement, however trivial or incomplete, is accepted by its apostles as a need of a higher morality or ethical order in this or that line of human activities; but that alone does not embody consistency on the part of such apostles. Their intentions may be good enough, as far as they go, but they may go too far or not far enough, and their efforts may represent wasted time and force because of their attacks against effects and not causes, fundamental ones we mean. We have had reform movements enough, in the course of human history; but can you tell me of a single one that we could really call consistent because offering fundamental remedies against fundamental evils? Let us see if socialism does that.

What is society? A group of human individuals, each one of whom comes to life endowed with certain grand, natural rights, among them, that of enjoying the fruits of their own individual exertions any way they see fit, with no other limits but those needed for every other man to do the same. Socialism claims the right to can-

cel that cardinal individual right by giving to society the power to control production and commerce, and hence, all the labor created tools that commerce and production may need. It comes to tell the farmers, for instance, to abandon their farms, and tools, and stock to a group of county officers, for them to form a colossal farm extending over, say, 500,000 acres or more, those officers themselves to be controlled, in certain lines, by state officers, and the latter by national ones, clustered in bureaus that could not fail to evolve autocratic power of the most repulsive type, as it has been the case so far, always and forever, when any such combinations have been attempted in any particular branch, social, industrial or political, under civil or military paraphernalia.

Socialism would also tell all our middle men to abandon their shops and stores, in order to make clerks out of them in some formidable county establishments, also subordinated to the central bureaus in state and nation. And so in all manufacturing branches, and so in all the one thousand and one industrial activities of our time and generation.

Is there anything natural or ethical in all that? Is it anything but one of the most laughable, childish, ludicrous, phantastic conceptions that the mind of man could ever concoct, of that man who seems to have been born insane, or with a very strong tendency that way?

In certain respects modern socialism transcends all the previous follies with which humanity has indulged its many fancies through the long centuries of historical development. It may be the last effort, the last gigantic frenzy of the human mind on earth. It may indicate the approach of that day when men shall decide to be sensible and act like reasonable beings bent upon evolving

a healthy civilization resting upon the order of nature.

That order, as we have stated above, includes two grand departments, the material and the ethical; both standing on that freedom which obeys all law, law conducive to the development of the full man and the full citizen, and hence to a social organization that does not need the *strait-jacket* of a bureaucracy such as our socialists would like to spread over all our industrial activities, under the barbaric assumption that that alone can give us plenty to eat.

Most socialists are conscious of the inherent weakness of the individual system they propose, as shown by the petty constant concessions they are introducing in order to make it more palatable, such as that of free production for use and not for exchange, and that dreamy, impossible idea of buying up the plants of our wholesale monopolistic capitalists, etc. Just as if we could suppress evils by buying them up and cheating the evil doers, as it would be the case with the contrivance of any attempt to buy the plants in question and prevent the capitalists from erecting new plants.

Besides all that, and much more in that line, our readers may have recently noticed that that friend of ours, who is so heroically trying to make socialists out of them, is ready to give up the socialistic money theory of transient labor notes with a certain manufactured-to-order "*unit of value*," without which Mr. Borland has proved the utter impossibility of the modern socialistic scheme.

So vividly do our most prominent socialists realize that their industrial fabric rests on a bank of moving sand, that few of them, if any, dare to measure swords with the average single taxer, although he is generally a man willing to friendly discuss all the aspects of social phenomena and seldom indulging in sarcasm or personalities, the favorite weapon of our kindergarten socialists.

Some of the items which make socialism impracticable and unjust were briefly indicated in our April article, which was never refuted.

The rapidity with which all workers would become capitalists and the loafing capitalists would vanish like smoke, that was demonstrated in our May article, and it was never refuted either.

Our readers must then derive considerable amusement when they notice that our opponent is perfectly satisfied with those constantly repeated assertions of his, his dogmas, the truth of which he has never proved, since he has not even tried to refute the facts with which his dogmas have been shattered into fragments.

We have also proved, in our June article, and

other writers in THE CONDUCTOR have done it, too, that under a single tax regime land values would be relatively low, would only advance by slow gradations, and would gradually become less and less distinct in importance, from point to point, in city or country, all regulated by the workers themselves, the monopolists having ceased to exist because dislodged from all land; from their own present citadel or intrenched camp. That has never been disproved. And that can only be disproved by well cut facts showing how monopolists can keep on with their present tricks, after land monopoly, as well as all franchises and class legislation, have been suppressed through the law of equal rights embodied in that expression of ours—the *single tax on all land and franchise values*.

Now, let us notice that in almost every article, our friend never tires of repeating two of his favorite notions, viz.: 1st, The enormity of land values under the single tax, with which the monopolists would convert ninety-five per cent of the race into beggars. 2d, The insignificance of the single tax when the government would pass the plate around for collection of revenue. Our friend is then entangled in two single tax theories or philosophies, totally denying each other, but that does not trouble him in the least. Contradictions seem to be extremely palatable to him. We don't know why we should object to that, since that implies a virtual surrender to all plain logic and sense, as we have been endeavoring to resort in all our presentation of social and economic developments. If we have failed in that, let any of our readers indicate it that we may be able to recede from our wrong presentations.

We must now refer to a flaming assertion, to be found in the September CONDUCTOR, from our friend of the socialistic creed. It is as follows: He assumes that any given town with 1,000 buildings and about 5,000 people, may develop, the next day after the single tax is in operation, a lot of maniacs who, in a solitary year will build up 2,000 additional buildings without any increase in population, when we shall have there three times as many buildings as we need and we shall then enjoy a grand reduction in rents, all for the purpose of cheating our own government and carrying unspeakable joy to the hearts of any socialists that may have survived the establishment of the single tax.

Men have committed blunders enough in this world of ours; but, somehow or other, they have always preserved the business instinct. They have never used their resources, in industrial enterprises, but for the sake of some probable gain or benefit. They have never ruined their

selves and families out of spite against anybody. They have never squandered their capital in the erection of buildings for which no demand was likely to spring up in the locality in question. The folly of the above assumption is then so vivid that we are really sorry for our friend. He must have been extremely busy when he wrote that and did not notice that absurdity of his own manufacture.

The men who assume to teach others cannot afford to be in a hurry when they expound their teachings. Much less can they afford to allow their own prejudices to darken their own minds. It does not pay to write for the mere sake of demolishing our opponent. It only pays to write for the sake of advancing truth.

The realm of truth is that of logic. When applied to social developments truth contains those two grand elements of freedom and ethics. No

more, no less. That means all the freedom compatible with ethical conditions through the whole social structure. Socialism repudiates both ethics and freedom in their natural developments. It attempts to evolve a certain freedom and ethics devised by petty human contrivances regardless of the eternal verities that transcend the imagination of men, but appeal to their reason. Such are the verities by which we should try to abide in our reform movements if we want to claim for them the consistency of truth with its finality as a permanent factor in the life of nations.

With its made-up-to-order ethics and freedom, socialism is, no doubt, the most inconsistent, and certainly the wildest reform movement ever formulated. It stands self condemned in the presence of the order of creation. No socialistic writings have ever disproved that.

LOST HIS JOB.

BY FRANK A. MYERS.

It was through no fault of his own that James Fresno lost his job. He was a good, faithful, honest man, and had filled the same place for fourteen years. His employers said he was sober, efficient and trustworthy, and in all the time he had been with them they never knew him to be absent one minute from his place without giving them due notice. He was a carpenter in a great flouring mill.

But last fall the mill shut down. This close-down affected all the employes alike. But it seemed to fall with greater force and bring greater hardships upon poor James Fresno than any of the others. Like so many, many poor laborers all over the broad world, in spite of his diligence and constancy he had not prospered. He was poor—depended upon his daily wages for his subsistence and the maintenance of his kind wife and six dear children. With his day's wages he fed and clothed them, and with his pitiful salary he strove hard to be respectable and to educate his loving family. So, through it all, when the blow came, he was not prepared for it. It fell upon him like a thunder clap from a clear sky. Nothing had been saved up for a "rainy day," for he could not persuade himself to believe that such a day would ever come to *him*. But it did come at last. He was poor.

With his bright and happy family he lived in a respectable part of the city. They tried to be nice, because they believed that trying to be decent and self-respecting was a wise, educating effort, which would have a wholesome influence

throughout their whole after lives. However, in order to think well of themselves, they had not wrecked their domestic ship on the hidden reef of debt, though they had used up all the weekly wages of the strong arms that brought it to them, never dreaming that a time of need would come. Perhaps it was not just right to live up to their small income in this inconsiderate way, but they did, and so when the shut-down came, it brought in its train real sorrow to them.

They never even owned their own home. But they had lived in the same little modest house for many years, and it had grown dear to them. They called it home. The children, ranging in ages from twelve to one, never conceived of it in any other way than home. It was a lovely, inviting, perfect little home. But it was not theirs, as they soon discovered now.

The dutiful, thoughtful mother was quite frugal, and her taste was such as to convert everything around her into a thing of joy and beauty. The husband and wife loved each other with a sacredness too tender for the impure touch of vulgar words at this place, and they loved their children as the apple of their eye. Therefore it is not difficult to see just how hard this blow of the shut-down affected them. If he had been paid better and deserving wages through all the years of his life he had sacrificed in toil at the mill for his employer, no doubt he would have been in immeasurably better circumstances when the calamity—yes, calamity—came.

"Well, Mollie," James Fresno said that evening

o his wife, as he returned home as usual for this steaming, savory supper, "the mill has closed down at last, and I am out—out of a job—what do you think!"

"What!" She stopped pouring the coffee into his cup and stared at him across the table in much surprise. Then she saw what she had never seen before, a serious look of pain mantling his strong, manly visage. A new idea, a new and sudden sense was born in her—she must be brave. Now he, the breadwinner, needed encouragement.

"Yes," a sickening fear was in his heart as he looked around at his children. He knew what serious efforts others had made to secure work but failed. He knew what must be in store for him. He knew what possible anguish and suffering they might all have to pass through before long.

"That is bad," said Mollie, as she resumed the pouring of the coffee. Her inspiration to be strong and hopeful and helpful stood in her eyes like a pillar of cloud by day and a pillar of fire by night. It was a brave woman's intuition born of love.

"Why did they shut down, papa?" asked Myrtle, who was twelve years old.

"Mr. Wagner, the business manager and proprietor of the mill, said they regretted to close down, but the hard times forced them to do it," said James Fresno. "They could not find ready sale for their flour, and already they had lost heavily."

"When will they start up again?" chimed in Joe, the oldest boy, who was ten years of age.

"They did not know—may not resume this approaching winter," said the father. There was a deep, hoarse note of sadness in his voice that he could not suppress, and it transcended every other feeling and sentiment around that table. Like a contagious disease it communicated itself to the others. The meal proceeded through an atmosphere of heaviness.

"Well, I suppose there is always a way to live," said the mother. It was an effort to make the first move in the direction of hopefulness and sunlight. But after she had uttered these words it seemed that a great flood of cheer was let into her own soul. Then she knew she *was* brave. The smile around the corners of her well-chiseled mouth was not assumed.

"I believe it was Ben. Franklin who first said God helps them who help themselves," said the father, "and I have long made that bit of philosophy one of the corner stones of my faith." He looked straight at his wife. There was something about her that seemed to make a rift in the cloud through which stretched a mighty arm of help.

"Well," she said, after a little pause, during which all ate in silence, "it says in the Bible 'that all things work together for good to them that love God.' And I have faith in that promise." Mrs. Fresno was a good christian lady, and she had endeavored to train up her children aright, so that when they became old they would not depart therefrom.

"In these perilously hard times," returned the husband, "I am a little shaky in respect to the doctrine that where there's a will there's a way. A will is not always mighty enough to throw off disease, or to avert hardships, or to bring victory in a revolution. Many a good man with a strong, unyielding will has gone down before the inevitable. But still—but still one always can try."

"That's it," sanctioned the good wife. It was hard for her to retain the smile and at the same time conceal a tear that willfully persisted in dwelling in the corner of her eye.

"I don't know just yet what I'll do—what I can get to do. I have not thought it out."

"Take time," said the wife.

"Ah, time! I suppose I'll have enough of it now on my hands. I do not know what *to* do. There's so many men wanting jobs, and so many rushing for the same one when an opening is found somewhere—somewhere, where some poor unlucky fellow perhaps gets the grand bounce or has yielded up to sickness, or something. Ah, me! Time! He shook his head. Then he gazed desperately into his plate for a minute, but saw nothing. The meal was finished. He realized that they had just entered on the beginning of a hardship, the end of which no man could foresee. As he rose from the table he threw his purse on it for his economical wife to take into her keeping. O, might it prove to be like the poor widow's cruse of oil!

"We were all paid off this evening. I am thankful for that. And now this," nodding toward the purse and then looking up, "this is all we have left to live on." There was a touch of pathos in this remark that eludes words. It pierced the heart of the wife like an arrow. The group of children stood around, gazing at the father and mother in wonder and fear. They had never before in all their fresh young lives witnessed such a scene as this in their home.

"It will do. You'll find other work." As she pronounced these strengthening words a dread in her heart accused her of open falsehood. But still she said it. She thought it best to do so.

"It is not enough to buy bread and pay the rent, now about due. If the landlord comes for his money, if I am not here, send him away again empty handed. Don't pay him. We m

keep this to live on." There was an air of business in all these words, but the wife read a tragedy to his honor between the lines. He had made it a special point of his life to pay as he went and keep from small scores, and when he could not pay he would not go. Now! now!—it was different. Hunger knows no laws.

"No, I shall not pay him," said the good, faithful, wise wife, approaching closer, laying a hand on his strong right arm, and looking through his eyes into the gathering pain in his soul. She saw his love of her, and his children, and his family pride and honorable name wrestling with anticipated suffering and idleness, and to her it was a sickening sight.

"Possibly—possibly—hardly to be hoped, much less expected—we can keep the money-grinder, the man who loves money better than humanity, loves the lifeless dust better than flesh and blood, keep him off till I find a job."

"You'll find work at once, no doubt. You are well known. People will want you. You can find a place where others can't. I know you will not be out long. It is not reasonable to suppose you will. You are too good a workman. No, have no fears, my dear. You are all right. We are all right."

How brave and noble for the wife to say this! It was balm to his fainting soul.

"Of course I will not go outside of my union—that is, I will not do anything contrary to the general will and wish and action of my union, but I will do *any* little odd jobs around at any thing that do not come within the instructions of the order. We *must* live. We have a *right* to live. We *will* live." He was evolving purpose out of the first chaos of his mind. Insensibly plan was to be seen and cosmos was stretching through the confusion.

"Of course we will," said Mrs. Fresno, slowly.

"I will seek *anything*—anything!" He pronounced the last word most emphatically feebly. It was an exhausted expression.

Sitting down in a chair, his little, tender group of dependents assembled around him. This was a scene—pathetic, tragic. The lightnings of poverty had riven a strong man. He was crushed. Mighty manhood is a child in the face of cruel, pinching poverty. The blasting winds of adversity and the fearful simoons of despair wreck the best manhood the earth ever saw. Not even the mighty men in the stadium of Olympia were superior to the fatal fangs of pulseless poverty. It is worse than death, for death ends the struggle; poverty prolongs it. God, and what wrenchings of the breast, what exposures of the bosom it is the diabolical parent of!

They talked late. It was a sad family.

Then the father sent his children to bed; dismissing them with a pathetic kiss, and then kissing his wife, turned away to lie down but not to sleep.

Before the precious wife and mother retired she poured out her aching trembling heart to the Most High, her Rock and Strong Hold, and then with a calm reliance on *His* will, not *hers*, she also sought her bed. It was not a downy one they slept on that night. Many a tear-stain was upon the pillow.

The next Jay James Fresno started out to seek work—work for bread—bread for his wife and little ones—bread for life! All day he tramped from place to place. He begged for anything. But there was nothing. Over and over and over he encountered the same general, disheartening refusal. This is what he heard—it rang in his ears like the palsying repetition of the mad in an insane hospital. It so weighed upon his mind he did not know whether he was sane or mad:

"Hard times. Can't afford it. Cut expenses. Hard times."

As he trudged from place to place, tired, heart-sore, brain-weary, without dinner, the same hateful plea came ever into his mind.

"Hard times. Can't afford it. Cut expenses. Hard times."

When he went home, his loving, devoted, brave wife said:

"No success. I see it plainly in your face. Cheer up, James. God tempers the wind to the shorn lamb. He will not forsake us—He will be with us in our seventh trouble, for He has promised it. It is so comforting and sweet to trust Him."

He looked the very picture of dejection and despondency. She put her kind, gentle hands on his knees as she knelt at his feet and looked sweetly and truthfully into his eyes.

"Brave little wife, all very true. But God has ordered it in nature that we must help ourselves. We must not sit down and hope and expect ravens to come and feed us. We are not all Elijahs."

"Don't be discouraged too soon, James. Hope and try on. Courage lost and all is lost."

Oh, what ineffable clouds obscured her heart. Black night all. No sun anywhere. But bravery goes far, in any direction.

"Hard times! Can't afford it! Cut expenses! Hard times! That was what I heard everywhere. It rings in my brain. I am almost mad."

"No, no, no! You are all right. You are fighting a noble fight for us. Look up at the sun."

One defeat, a dozen defeats are not a conquest. Sometimes in war hundreds of battles are fought before a peace. But wars do not last always, and peace, sweet peace, comes at the end."

"I never forget, my dear, my dear ones. That is what hurts."

"Don't despair, James. I can do something. I can sew, or take in washing—something—and we need not suffer, except in mind. Thousands and thousands of poor, fearfully poor people, worse off than we are. Think of them! I'm so thankful it is no worse. It could be. But I am strong. We have so much to be thankful for. We all have good health."

"But it is horrifying to a sensitive man to humiliate his wife and children, as they will be when the stern face of poverty stares at them—when the wolf is at the door. It is a come-down, a fall."

"God humbleth the proud. They fall. If we are humble we cannot fall. That rock is not in our way for us to fall off of. No. I have no fears. We are all right."

"I'm very glad—so glad—you feel so."

They kissed a blessed kiss of hope and trust.

The next day James Fresno went out again. Being skillful, sober, industrious and well-known, he was a Samson among workmen, and in all human reason stood a good chance of securing a job.

And yet the same tale of woe about *hard times* palsied his ears.

At evening, tired and hungry and sick, he told his experiences to his listening, sympathetic, brave wife. Sometimes men were too busy, more than to give him a cold *no*; sometimes it was a heartless rebuff; and sometimes it was a polite "I'll see about it—I'll do what I can for you." That merely meant "I can't do anything for you." It was an affable way of dismissing him. He knew it. It was refined deception, but it deceived no one—except, perhaps, the utterer who believed he was believed.

The next evening he brought the same unwelcome news—no place yet.

And the next, and the next. A week, two weeks, a month passed away, and though tramping daily and diligently seeking for work, yet he found none—none! Not an odd job even.

His friends saw him. How hard it was to smile when he came upon them in the busy streets!

Men who had money would not use it. They said they did not know what would happen, and they wanted to be prepared for the worst. No body was spending money. Many, who had their scant savings in the banks, but drew them

out when the panic came, were again trusting them to the bank vaults. They had heard how many, who had taken their little hard-earned "filthy lucre" out of the bank and trusted it to an old stocking or a cold stove, had either been robbed or lost their all in a thoughtless fire in the unsafe stove safe. It was no worse to have a bank rob them than it was to have burglars.

Confidence and work had so contracted that there was absolutely no new enterprises being undertaken. So James Fresno found nothing. Men would not turn men out of a position just to give him one, especially when the men they had were giving perfect satisfaction.

The rent was past due. They had no coal. There was no bread or meal in the house. The fierce, howling blasts of winter roared down the streets. They were cold and hungry. They went to bed hungry and cold. Their money had run out. The children were sent to bed early to save them from being chilled to the marrow. They gave them bread as long as they had it, and went without it themselves. They knew now what hunger was.

What raving, raging, burning thoughts dwelt in their hearts! James was restrained from cursing the close-fisted rich man by the kind beseechments and gentle restraints of his noble wife. She was still brave. Though hardships and sorrow, a brood out of the valley of Tophet, multiplied like the flies of Egypt, yet she never murmured. Often she shivered with hunger and winter's chill, but she always looked up. God never forsakes His own, she said, thankfully and truthfully.

One evening, just before retiring, little James, only three years old, came up to his father, and looking pleadingly and wistfully into his face, said, in a tragically pathetic manner:

"Papa, I'm so hungry!"

"Yes, dear," laying out his hand on his head as if he would bless the hungry little lad.

"Hush, dear," said the mother, pulling him away to herself. She understood what a burden was on the father's heart. It was a crushing stone.

The strong father bowed his head forward in his hands, and concealing his face, almost wept tears of blood. How his frame shook beneath the struggles within. The convulsions were piteous and heart-rending to behold!

The brave wife put the hungry child to bed. Then she went to her husband, who was still bowed in grief, and said:

"James, look up!"

Those words of cheer from her were balm.

She strong and he weak—it would not do. He must be brave.

Then she knelt before him and silently prayed. It was a beautiful, hopeful sight. He caught courage from it.

But somehow he felt so badly. Hope was in vain. A depression was over him like a settled gloom, and he could not escape it. What was the matter?

The next morning he was unable to arise. He was indeed sick—in heart and body.

The physician said he had brain fever—that was the way he called it to the wife. He said Mr. Fresno had worried too much about something; had exhausted himself physically; had perhaps not had the right kind of nourishing food. But he said he would recover in a few days, he thought, as he had reached the case before the disease had made much progress—had reached it in its first stages, which was the most of the battle.

And now what was that brave little woman to do? No money, no food, no coal; hungry and weak, and a sick husband to care for. Oh, God, pity her, and help her!

The neighbors heard of the sickness, and in human sympathy they called.

"How haggard and awful Mrs. Fresno looks," said one neighbor to another, as they retired from the house after their visit.

"Don't she! Did you ever see the like. I declare she looks like a dead woman now."

"She is worrying too much," said the first one. "Perhaps—but it can't be—no! And yet he has been out of a job for a long time."

"That's it. Poor, sensitive thing is worrying about that, I feel sure," said the second one.

"May be they are in need," said the first one.

"Do you think so? I do wonder in my soul."

"They are nice people, and he is too proud to beg or tell his condition to others," said the first one.

"I'll bet you that is it, now—I'll just bet."

And thus they walked away talking.

James Fresno grew worse. He fell into a comatose condition. His life was despaired of. The children and everybody went about the house on their toes, in order to preserve silence. Noise was painful to the moaning sufferer.

By his bedside day and night the loving wife kept her faithful vigils. She wore down paler and thinner. Her spirit seemed almost to walk out of her hollow eyes. But she did not leave her husband.

On the seventh day, when his life hung in the balance, and after she had smoothed down the cover over the restless, suffering victim, she bowed

her head on the edge of the bed and prayed. It seemed her brain was on fire—she had borne so much. Then she lifted her head and looked at the sick, expressionless features.

"O, God, spare him!" was the cry of her soul. "Spare him and I'll not murmur again in my soul at anything Thy chastening hand may lay upon us."

Then some one touched her shoulder and whispered that a man in the next room wanted to speak to her. She went.

"Now, Mrs. Fresno," said the man, sternly, if not a little coarsely and savagely. "Now, Mrs. Fresno, I've come again for the rent. Have you got it for me to-day?"

It was their landlord, Phil Harshman, that spoke. He was a cruel looking man, robbed of his humanity by the love of the shining gold. He had got rich, but it cost him all the finer human sympathies of life. What a terrible sacrifice of nobility to the Moloch that always cries for more, like the daughters of the horseleech! Gold, gold! it is a monstrous robber. It is but dust of the earth. A man accumulates it, but he loses his better self in doing so, and becomes soulless like his possessions. It is but natural. Truly gold is a curse.

"As he came forth of his mother's womb, naked shall he return to go as he came, and shall take nothing of his labor; which he may carry away in his hand." Ecclesiastes, v. 15.

"There is one event unto all *, * * they go to the dead." Ibid, ix, 3

Poor, weary, worn, sick Mrs. Fresno! The words of Mr. Harshman stabbed her to the quick. She looked pitifully, helplessly, pleadingly at him. Where was his soul? Gold had robbed him of it. The very winds whispered of him as they did of Midas—"Midas has ass' ears!" Now, is that not a criticism? Is not that a lamentable fate?

"Mr. Harshman," she stammered, standing before him as he brusquely and commandingly arose on her entrance, "Mr. Harshman, I—I—my husband—"

"Have you the money?" interrupting in a brutal, rebuking way.

"No—o—o—o!" prolonging the sound, scarcely knowing what she said. She was bewildered, lost, stupefied. She was half dead.

"Then you must get out of this house immediately," harshly. Gold had robbed him of feeling and manhood. But you could not make him believe it. Didn't he know himself better than others knew him?

"O, wad some power the giftie gie us
To see oursel's as others see us!"

Such people, he said, must be dealt with; that was all. He never paused to consider. Gold had robbed him of the power to consider, *except for self.*

"Mr. Harshman, I beg—"

"If you haven't got the money, you've got to get out. You need not expect me to keep you up. I can't afford it. *I must have my money!*"

"But, Mr. Harshman, my husband is—"

"That is no affair of mine. You owe me money for rent and I want it. *I must have it.*"

"We have none. My husband is sick. He cannot be moved. We cannot go!"

"You *must* go—this day. You owe me now for two months. It has gone too long now. *I must have it.*"

"But—"

"But me no buts. Money I'm after. I've already spoken to the sheriff. *I must have money* or I'll put you out of the house."

"O. Mr. Harshman, I implore—" falling on her knees and holding up her hands to him—"I implore—"

"Get up, woman. I want no scene here. This is my house. I want only *my* money—not your female scenes. They pay no bills. *I must have my rent money.*" Ye very devils, hear him!

"O, please!" Tears rained over her face.

"No pleases go—money does. I want *my* rent. If you have not got it, that settles it. You go—this day. I do not want a scene. It is useless to prolong this. So I will go and send up the sheriff." He buttoned up his great coat, pulled on his gloves very deliberately, and settled his beaver on his head.

"O, God, pity this pitiless man," cried Mrs. Fresno in solemn tones and soul-shocking agony, as he stalked out of the house and banged the door with an unfeeling hand.

Before Mrs. Fresno arose from her knees, where she had rested after Harshman left, and knew it not, Mrs. Jane Hicks, an aged and gray widow entered. She was astonished to behold Mrs. Fresno on her knees in the center of the room. The poor woman stared up, dazed and almost crazed. Her tearless eyes looked fire, in their hot, burning condition. Mrs. Jane Hicks imagined at once that her husband was dead.

"What?" she half exclaimed and half inquired.

"Oh, Mrs. Hicks!" cried Mrs. Fresno, arising. Then she sat down and burst into a flood of tears. It was soul-palsying to witness her. She sobbed and sobbed, and could not speak. Mrs. Hicks sat down and waited. Long years before she had lost a husband, and she had gone through the same valley of the shadow of death. Therefore she could understand.

After a while Mrs. Fresno recovered her equanimity somewhat, and she said to Mrs. Hicks:

"No, it is not that, Mrs. Hicks. He is not dead, as you may think from my actions, but he is close, just on the borderland, and it may happen any moment. I expect it, I'm afraid he can't get well."

Mrs. Hicks looked at her in amazement.

"Always hope for the best," said Mrs. Hicks, comfortingly. She had been touched to the bottom of her very soul by the great grief of her friend and neighbor.

"I'm trusting," she returned, sadly and tearfully. "But Mr. Harshman has been here and demanded his rent, and we have no money to pay it; no money to buy bread for our little ones; no house to go to, and he has just gone away to send up the sheriff to throw us out in the cold, snowy street this very day. O, what will we do, Mrs. Hicks, what *will* we do?" She broke down again.

Mrs. Hicks was a poor woman, and she lived on a very slender income. In her purse there never were but a few dollars at a time, at most, and some times not one dime, even.

"How much do you owe him?" she asked, as soon as Mrs. Fresno had recovered sufficiently to answer.

"We owe thirty dollars—for two month's rent."

"I don't like these soulless, grinding landlords," said Mrs. Hicks. "Down in that bottomless pit, I think they will be put into the back wall of the furnace as fire-proof bricks. They are certainly hard enough—seared in this life." Mrs. Hicks was righteously angry.

"O, Mrs. Hicks," pleaded Mrs. Fresno, glad for her true sympathy.

"Here—take this—pay him off; and if he comes here again, order him out of your house. You have a right to. Do it. I don't like such people."

The gray-headed old lady walked over to Mrs. Fresno and put three ten dollar bills in her lap. She just happened to have that much money, and while it was all she had, she cheerfully and freely gave it. What a vivid contrast between this noble-spirited old lady and the narrow-souled old Harshman! God notices all these differences.

"O, sweet Mrs. Hicks," cried Mrs. Fresno. The sun suddenly and unexpectedly burst through. God had certainly heard her prayers.

"Pay him off!" uttered Mrs. Hicks. She wanted to say "pay the rascal off," but she felt that was too harsh for an old lady like her to say.

"O, thanks! thanks! thanks! God will bless you. You have saved us—perhaps saved my hus-

band's life. You know not how much good you have done. O, Mrs. Hicks!" She wept. Were they tears of joy in her much heaviness?

The sheriff came, armed with the proper legal documents. The rental was tendered him, accepted, and then he gracefully retired. That awful crisis was passed. A friend had arisen in the very nick of time and helped them through. How fortunate!

While now she watched over her sick husband with unflagging interest, good neighbors had discovered the low stage of the meal board, and had filled it with abundant, good, wholesome food for the children. Then they assisted Myrtle to prepare it, and all things went on smoothly. Little James did not now go to bed hungry.

A change came over the sick man for the better. The good wife secured some needed rest. The sick rapidly recovered. The fearfully tried home was again happily restored.

It was not long until James Fresno was able to go forth upon the street again and ask for work. He called on his old employer, Mr. Magner, and obtained a permanent job at once. They were happy once more. The first thing he did was to return the money to the soul-wise, good Mrs. Hicks.

But as soon as they could they forsook the house of the soulless Phil Harshman, and secured a better one at a cheaper rent. James Fresno

felt bitter in his heart toward Harshman for his conduct toward his wife and the awful pain he had inflicted on her while he was at death's door. and he would not stay in his house a minute longer than circumstances made it obligatory to remain there.

Only last evening when he returned from his day's toil, cheerful and smiling, the echoes of his being responding to the warmth of his family, little James crawled upon his knee, and looking kindly into his papa's face, said:

"Papa's 'e nicest papa 'at ever was. Mama says so."

The fond father gently pressed the little fellow to his glad bosom and kissed him. It is almost certain that a great tear of joy glistened in his eyes.

To be out of a job he found to be a fearful thing. Hereafter he was going to lay up regularly a part of his wages, and not use it all as fast as he earned it. By bitter wisdom he had learned the folly of that. A man, he said, must live considerably within his income. It's worse than a crime to live beyond it. Had he received a just part of his earnings—had his wages been what they ought to have been—this great injury and sorrow had not come upon him. Somebody committed a crime by robbing him of a part of his wages.

ABOUT TWO WORLDS.

BY R. M. WEBSTER.

"No; I don't believe a word of it. It is sheer nonsense."

"Now, Modena, what's the use of talking that way? You don't know that it is not so. Your calling it nonsense doesn't make it so."

"Do you believe it, then? I thought you—but what's the use; you would never be so carried away if you had not dreamed such a fine dream yourself."

"Oh, it *was* a fine dream then?"

"Well, Irwin, I admit, of course, that you can dream fine things, especially when you are wide awake."

"All right, Deenie. But, if it was a fine thing to dream it, then it would be a still finer thing to make it real. Were it not a fine thing when realized, then it is not a fine thing to dream about."

"But it doesn't follow that because it were a fine thing to make the reality correspond to a lovely ideal, that therefore it can be done. You know that as well as I do. Our own home, for

instance; it would be a mighty fine thing if we as a family could make real our ideal of a home—a convenient and not unbeautiful house, with green lawn and plenty of roses in front, fruit trees and pleasant flowers at the back, close into a clean, airy and beautiful city, near also to wide fields, not too far from glorious mountains and the blue sea; no debt upon the property, no lack of books and things lovely to look upon and convenient to use; neighbors all about, equally well situated, all unselfish and well educated; no tramps or beggars to disturb or distress us; no need of locks or bolts, no fear of want, plenty of useful, healthful work for all of us to do, but not too much, an assured provision for all needs—this is our ideal. But you know how perfectly impossible it is to realize it. We shall probably lose what we have in the shape of a home—poor enough, too, but ours—because the interest on the mortgage increases faster than our ability. Father can't earn much and you—well, you are in debt yet for your education, and

your wages as clerk cut a sorry figure in view of all the demands upon them, and——"

"Hold on, sister; pause right there. And let me tell you that we *can* have the very reality you picture. You *know* there is nothing in the *nature* of things to prevent it. The facts and forces of the world all admit of it. There are all the materials that can be needed. There is labor enough and skill enough. You yourself have the plan—the ideal—all right. All we have to do is to bring the labor and the materials together in the right place and rightly apply the one to the other, and the thing is done. And not a home for us only—'us four and no more'—but for every family in the land or on the earth, for that matter. There are mountains and sea shores and pleasant spots enough for all."

"My dear Win, there's a wideness in your dreaming like the wideness of the sea. But that's the trouble. It's too wide—too general. It won't butter any parsnips, nor pay any debts. And that's why I say that Grace's story is nonsense."

It was at this precise point in the conversation of the sister and brother in the home of the Willards, that 'Gene Ramsey, a son in the family next door, walked suddenly in upon them without ceremony, and caught the last words.

"What story is nonsense?" he asked.

"Sit down, Eugene, and I'll tell you. Win thinks there is something in it. But as sure as you live it is nothing but a ghost story."

"*Nothing* but a ghost story! Why, I have come to think that ghosts are the only real persons. Bodies, we know, go to gases and dust, they are only phenomena that appear for a little time like a vapor and then vanish away. If there be anything real and abiding about us, it must be our ghosts."

'Good for you, 'Gene. But go on, Deenie."

"Well, Grace was here last night. You know Win thinks that Grace is at least twenty-eight centuries wiser than Solomon, and that as to goodness she discounts all the saints and martyrs" ('Gene smiles and looks at Win, who nods affirmatively) "and her story is that, the night before, about midnight, she had a visit from one of her old class-mates who had gone over to the majority and who told her how they lived and what they did; what freedom they had, and plenty. She told Grace——"

"O, it was *she*? I thought it would be Isaac Helper, of whose death the paper spoke so lately—a good fellow, too."

"No; it was Eva Lovegood, who went over some months ago. She gave Grace—so Grace believes—a complete plan for making a heaven on earth—a grand co-operative association of all

Christian people to carry into the business of producing wealth, and of securing the good things of life, the exact directions and precepts of Jesus Christ. Grace was full of it, and, of course, Win drank it all in as a desert traveler would drink from the long sought-for spring of living water. He does not simply have the idea, the idea has him. He admits it was probably only a lovely dream. But he says the Bible assures us that our young men shall see visions and our old men shall dream dreams, and he takes it seriously. So does Grace."

"And why not?"

"You don't mean, 'Gene, that you are going to take it seriously too?"

"But why not? I agree with Win entirely as to Grace's wisdom and goodness. You may depend upon it that whatever she takes seriously is worth serious taking. And if Eva is not *extinguished*, but is still Eva, she must be somewhere. And if somewhere, why not within reach of us, as well as upon some other planet. And if within reach of us, why should she not be interested as before in her dearest friends and in the same things that interest them. And, you know, Grace has always been taken up with the idea that we *might* so work together as to have everything lovely for us all."

"Hurrah for the kingdom of Heaven! You have it straight as a sunbeam, 'Gene. Deen can't say a word against that reasoning. And you must see Grace and hear her. By the way, she has the instructions which Eva gave her all written out."

"But tell me, Deenie, or perhaps Win can do it, how Eva got hold of a perfect plan."

"Deen, you tell him."

"Well, *that* is the wonderful part of it. She told Grace, so Grace declares, that the whole thing is in the sermon on the mount; that the whole thing, in fact, is in the first dozen verses—those beatitudes, you know—in truth, the whole thing is in that verse called the Golden Rule: 'All things whatsoever ye would that men, etc.'

"Grace says that Eva made it as plain as day that even in the highest heavens they have not gone beyond just that. In fact, heaven is heaven simply because they all act upon that in everything right straight through. And Eva said that if any two people on earth would begin just simply, but perfectly, to do *that*, they would at once be true friends, true co-operators, and would serve each other and cease all competition. When a third neighbor began to do it, that would be a third co-operator, and so much more competing put an end to. And if a whole community began to obey it, they would find themselves organizing at once to secure to everyone all the good that all

their combined capital, labor and skill, applied to the resources and forces of nature, could produce."

"That's just what our minister said the other day. Win remembers it. Eh, Win?"

"Yes, but he spoilt it all by saying that we are all such poor critturs that we can't do it. That's the way with a lot of these fool preachers."

"Sh-sh, sh-sh, Winnie, dear."

"All right; you have more reverence for a preacher than I have. And I guess that's why *you*, sister, think we can't make the kingdom of truth and justice come. As I was about to say, the preachers will set forth the ideal thing, the right thing. Then, for fear some good paying member will think the lines are drawn a little too hard on him—for you know the mere idea that *they* must do the exactly and divinely right thing or have no part in the kingdom, always makes your mammon-servers squirm—then, I say, the preacher will talk of poor human nature and fallen creatures, and being saved without any merits of ours, and the selfish and greedy and unbrotherly people will go home with the idea that they are as good as anybody. I am sick of such preaching."

"But say: I am tremendously interested in this vision and talk with Eva. Was that all the plan she gave for a new order of society, just to *obey Jesus Christ*?"

"She told Modena a great deal, but I am sure she was right when she said if men and women will simply begin to *do* what Jesus told them, they would find out all the right plans and methods with no trouble at all. What else, sister?"

"O, she said Eva insisted that Heaven was as simple and sensible a state of society as can be imagined. No one *pretends* anything. Love is the one law, and that we may have as good times *here*, on the same principles. But, Win, I want 'Gene to hear *your* dream."

"Very good. I thought I went up in a balloon—"

"He is pretty near always up in a balloon, you know, 'Gene."

"Well, a man can see some things when he's up. But I was in the balloon alone. The manager let me go by mistake, and up I went, and up. And it seemed to me a company of spirits—"

"What! more ghosts?"

"—threw something over the balloon and took it in tow. We seemed to go like lightning. I was not afraid, because the ghosts seemed real folks and had kindly faces—in fact, lovely faces—though they seemed very eerie."

"I tell you, the ghosts *are* the real people."

"After a long time I dreamed that I went to

sleep and forgot everything. Then I woke up, and asked where I was. One of the pleasantest people I ever saw said to me: 'This is Altruria.' 'What,' said I, 'the place Mr. Howells' traveler came from, the place of which he would never tell the exact location?' Yes; it was the very place."

"And did you find everything as the traveler tells it?"

"Now, Win, it will take you all day to tell it, and I am going to shorten it up for you. The fact is, 'Gene, Win was like the Queen of Sheba when she saw how Solomon lived. The reality took her breath away. The half had not been told her. All the people there are equal owners of the whole planet—by the way, they told Win it was one of Jupiter's moons—they are all mutual servants and devoted friends. They are all healthy, wealthy and wise. There are no armies or navies, no forts or arsenals, no weapons of war, no jails, no houses of refuge or asylums—no need of any, no taxes, no rents, no usury, no paupers or tramps or beggars, no police, no rulers. The administrators of affairs and business are the people's obedient servants, not their rulers. No lawyers—when the people want a regulation adopted they ask their public servants to submit the proposal to the whole people. It is then discussed in all their papers and assemblies for a few weeks, then voted upon by the entire people, men and women. There are no patents, no patent medicines, no doctors. Most of the people are so well versed in the laws of health and the means of healing and the anatomy of the body, that any neighbor can set a bone, and each family is its own physician. They learn such things at school instead of studying Greek and Latin. They have only one language, and they learn what will help them to live long and well and happily. They are great musicians. We don't know anything of music in this world, so Win says. As to machinery and natural power, to save labor, they work miracles there, and have the most delightful houses and abundant leisure. Win says they have churches. But O, my! not more than one for 10,000 people. Then it *is* a beauty, and such music!

"They pay no preachers, and no one preaches to get a living, so they have only geniuses and prophets and poets and natural orators. But they have plenty of them. Everybody believes in God and in eternal life. The spirits from this world are there, off and on; and the people can see and talk with them. They do there exactly what Jesus tells us to do. Win is sure now that if even Christians would actually begin to do that, we could have all that health and wealth and power and gladness right here."

"And why not? O, ye of little faith! Come, Win, I'm dying to see Grace, and you *always* are except—"

"Except when I'm living to see her. By the way, it is decided that she and I are to start a co-operative association anyhow. And if you and Deenie are of the same mind, why can't we make one association that shall include the two?"

"Win, you know you and I must stay by Father till that mortgage is paid."

"Oh, yes; that is what I came in for, and I am glad to meet you and Win both. I knew you and I could not begin *our* co-operation, Deenie, until that mortgage was fixed. So I have fixed it. You know I could as well as not. Here are the papers. Not a word, now, from either of you. It is only obeying the Golden Rule, doing what you yourselves have just been preaching. I thought of seeing Grace before I spoke of it, for she has had a hand in it, too. But all is well. We have simply begun to be Altrurians."

FALSE SOCIAL AND ECONOMIC REMEDIES.

BY W. H. STUART.

CONCLUDED.

I shall now consider the financial and monetary reforms advocated by a large class of earnest people, who see in the vicious financial legislation of the past thirty years, the cause of the rapid concentration of wealth in the hands of the plutocratic classes; the poverty of the masses, and the idleness of millions, and who look forward to the abolition of our national banking system, the free coinage of silver, and the increase in the volume of money to \$50 per capita, as the remedy that will prevent the rapid concentration of wealth and give to labor its full reward.

It may be freely admitted that the financial legislation of the past thirty years might challenge all history for a parallel for the wholesale robbery of a people. Yet as a solution of the present enormous concentration of wealth in the hands of the few, and the consequent degradation and poverty of the masses, it is altogether inadequate, nor will the reforms advocated reach the root of the matter.

The theory, in brief, is, that by contraction of the currency, and the consequent inflation in the value of gold, the value of all property, and particularly of agricultural property and products, has enormously declined. A favorite method of illustrating this decline in values is to point to the fact, that twenty years ago the national debt could have been paid for in so many million bushels of wheat, or so many thousand bales of cotton, that now having paid half the debt, it would still require twice as much wheat or cotton as twenty years ago, to pay the balance. The argument is, that the purchasing power of money increases or decreases in direct ratio to the volume in circulation. That if, for instance, the volume of money in circulation was decreased one-half, its purchasing power would be doubled, or, in other words, that the value of all property would depreciate to half its former value. Sen-

ator Stewart estimates the reduction in the value of property and product within the last thirty years, at 40 per cent, which reduction he ascribes to the inflation in the value of gold, and its consequent increased purchasing capacity. The advocates of the money theory, therefore, claim that the reduction in the value of property is the direct result of the contraction of the currency, and the consequent increased purchasing power of gold; that the free coinage of silver at the ratio of 16 to 1; the abolition of the national banking system, and the issue direct to the people of money, on good security, at 2 per cent, and the increase of the circulating medium to \$50 per capita, would bring about an era of unexampled prosperity; increase wages; the value of property and products, and give remunerative employment to every idle man.

As an argument in favor of the appreciation of gold theory, it is shown that within the last thirty years the price of land, products and commodities have depreciated about 40 per cent. It is claimed this appreciation in the value of gold has been effected purposely with the intention of depreciating the value of property and products, which the "money power" have taken advantage of to acquire at half their value, or less, and that this process is the direct cause of the rapid concentration of wealth into the hands of the plutocratic classes.

This hypothesis will not stand critical examination. The depreciation in the value of property and products is freely admitted, but I shall endeavor to show that the depreciation can be accounted for on other grounds, and for reasons natural, obvious, and satisfactory, without having recourse to an assumed hypothesis.

Here let me say, that I have given the study of the money question some attention. I am in full sympathy with the modern or greenback theory of the nature and functions of money. I have

that the theory that money must have intrinsic value is an ignorant economic superstition, for which no intelligent student of the subject can offer any excuse. A theory that according to the Encyclopædia Britannica "has been abandoned by the best authorities on the subject." I hold with an eminent English authority: "That, as far as concerns our domestic exchange, all the monetary functions which are usually performed by gold and silver coins, may be performed as effectively by a circulation of inconvertible notes having no value but that fictitious and conventional value they derive from law, is a fact which admits, I conceive, of no doubt. Value of this description may be made to answer all the purposes of intrinsic value, and supersede even the necessity of a standard, *providing only the quantity of issues be kept under due limitation*" The italics are mine. I draw attention to the qualification, because ignorant critics continually assert: that fiatists propose to issue unlimited quantities of irredeemable notes without decreasing their value.

But it is one thing to believe in the greenback theory of the nature and functions of money, and another and altogether different thing to ascribe present poverty, idleness and depreciation in the value of property and products to a scarcity of the circulating medium, and the inflation in the value of gold.

Take wheat, for instance. Twenty years ago it could not be produced for less than \$1.00 per bushel; it can now be produced at a profit for 50 cents per bushel by the bonanza farmer. If it is replied that the small farmer cannot produce at the latter price, the answer is, that neither can the hand loom weaver compete in price with the owner of the huge factory with its steam power and improved machinery. The present methods of farming are antiquated and must be changed like manufacturing industries to correspond to improved and scientific methods of production. Land that formerly produced \$1.50 wheat now produces 50 cent wheat. This means decreased land values, for land is valuable in direct ratio to the value of its products. A curious and suggestive fact in regard to the ascription of the cause of decrease in land values in the middle and western states to the inflation in the value of gold is, that the enormous reduction in land values in the New England states is never referred to as an illustration of the inflation theory. The reason is that the causes operating there are too obvious, viz: the competition with the bonanza farmer of the northwest. Land formerly valued at \$40 or \$50 per acre now selling for \$5.00 or less. But in the middle and western states where the

causes of the depreciation of land values are not so obvious, the cause is still ascribed to inflation in the value of gold.

I shall condense from Hon. D. A. Well's "Recent Economic Changes" some points bearing on the subject, a work, by the way, while valuable as a compilation of facts and statistics, is valueless as far as any deductions are made by the author in view of the great economic changes which he notices.

Railroad rates have been reduced from $3\frac{1}{2}$ cents per ton per mile, to less than one-half cent. Ocean transportation of wheat from New York to Liverpool from eighteen cents per bushel to three cents. Telegraph rates six times less in 1887 than in 1866. Quinine from \$4.70 to 30 cents per ounce. Pig iron from \$53.00 per ton in 1872 to \$16.50 in 1876. Steel rails from \$120.00 per ton to \$25.00. I could quote scores of other commodities that have been reduced in price from 25 to 80 per cent, said reduction in every case can be accounted for by the introduction of labor-saving machinery, or by new processes which have cheapened the cost of production.

Why should wheat continue at the old prices, when other products and commodities have decreased in value from 20 to 90 per cent? There are also other reasons for the decline in the value of that cereal. Under the stimulus of a failure of European crops in 1879-80 and 1881, the exportation of wheat from this country rose from 40,000,000 to 150,000,000 bushels; from a money value of \$47,000,000 to \$167,000,000. But this same scarcity of European crops gave an enormous impetus to the production of wheat in India, which in a few years rose from nothing to 40,000,000 bushels. At the same time transportation rates through the Suez Canal fell from $32\frac{1}{2}$ cents per bushel to 16 cents, a reduction that inured to the benefit of the Indian producer as against the American. In addition to the Indian competition, the American producer has of late years been confronted with the enormous product of the Argentine Republic, on whose immense level plains, wheat can, with the aid of improved machinery, be produced for twenty-five cents per bushel.

In addition to those causes, which are obvious, natural, and not hypothetical, the American farmer is suffering from the results of planless overproduction, that is to say, overproduction, as far as effective demand is concerned. Not knowing what the rest of the country is producing, he continues the production of cereals, hoping the depression in prices is only temporary. To make good the deficit of one or more low priced crops, he places a mortgage on his farm, and as cheap

wheat means cheap land, he is surprised when the mortgage becomes due to find that his land will not much more than pay the mortgage, owing to the decrease in land values; the direct result of the decrease in the value of the land products, which he foolishly continues to ascribe to the contraction of the currency, and the consequent inflation in the value of gold. He is also suffering from competition with the capitalist bonanza farmer, who even at the price that is ruining his smaller competitor, is able to make a profit, who on fifty cent wheat makes a profit of $33\frac{1}{3}$ per cent.

Under no change or improvement in our financial system will the small farmer ever be able to produce the staple cereals in competition with his capitalist competitor. No financial change can remove the discrepancy or difference in cost of production between the small isolated methods of the small farmer as against the large production of the bonanza farmer. The ultimate failure of the small farmer is inevitable. Neither with free money nor with free land, neither money at two per cent nor the adoption of the single-tax, nor even the making of land absolutely free, would put the small farmer on terms of equality with the large producer. The question which confronts the American farmer is whether he is content that the enormous advantages of the large system of production shall inure exclusively to the benefit of an idle capitalist class, while he himself will sink to the condition of the Indian Ryat, or Egyptian Fellabeen, or whether by national co-operation in production, the immense advantage of the large system of production shall inure to themselves, the real producers.

Compare, for instance, the methods of modern manufacture, with the methods of average agriculture. Take the iron and steel industry. Carnegie has reduced the price of steel rails from \$120.00 to \$25.00 per ton. Might he with the same show of reason claim that at the former price he could have paid off his debts with so many thousand tons of steel, but that now having paid three fourths of his debt, it will still require more thousands of tons to pay the remaining one-fourth than it would in 1870? Carnegie has adopted all the modern devices for cheapening the product. He has called to his aid science, art and costly labor-saving—or rather labor-displacing inventions. He has also combined with others to keep the output within the limits of effective demand, and has thereby averted ruinous over production through competition. But the American farmer continues his wasteful and isolated system of production, and imagines that the price of silver has some relation to the price of wheat, whereas, his capitalist competitor, the bonanza

farmer, has, like Carnegie, availed himself of all modern improvements, and the immense economies in production effected through conducting operations on a gigantic scale. Small farming must go with the hand loom, the stage coach, and the tallow dip. Co-operation is the only hope for the small farmer. If he had his debts all paid to-morrow in a depreciated currency, the same causes for his downfall would be at work, he would still be confronted with the problem of wheat and other cereals being produced profitably at less than half the cost that he could produce. The same problem, by the way, is confronting the small horticulturist in this state. Small production of all kinds is doomed. It is either large production for the benefit of a few capitalists, or national co-operation in the interests of all.

Again, if the inflation in the value of gold is the cause of general depreciation of values, it should effect the value of all labor and services. This, however, is not so. Where a depreciation of wages has occurred, it can in nearly every case be traced to the introduction of machinery that has displaced skilled labor. This is particularly true of the skilled labor in Carnegie's works. Operations that twenty years ago required the services of perhaps twenty skilled workmen at high wages, are now performed by machinery with the aid of a couple of unskilled laborers at one-fifth the individual wages formerly paid. In such occupations as bricklaying, carpentering, paper hanging, etc., where machinery is not a factor, wages have not been materially, if at all, reduced. The same rule applies to the fees of professional men, of doctors, lawyers, architects, etc. In general it may be stated, that in occupations where machinery has not been introduced to lessen the cost of production, prices have not materially changed.

Advocates of the money theory point to the fact, that the per capita of circulation is actually less than when production and business was less than half what it is at present; and they point to that fact as a sufficient cause of the depreciation of property. But a certain indication of the real scarcity of money is a high rate of interest. It is a fact that interest was never lower than at present. There is an actual plethora of money. Within the current year hundreds of millions on call loans have been offered in Wall street at one per cent. The New York banks are loaded with money for which they can find no use. The banks of San Francisco have fifteen millions, which are offered on good security at 4 or 5 per cent, a lower rate than has ever been offered on the Pacific Slope. The current rate of discount of the Bank of England is two per cent, while

the English government are able to cash their current treasury notes for one and three-fourths per cent.

It must also be taken into account that as civilization advances, and trade and commerce increase, the use of actual money in the transaction of business operations is constantly decreasing, a system of checks, bills of exchange, and book credits and accounts being everywhere substituted. An important fact bearing on this subject is that Bradstreet's report that of the total volume of business transacted, only 7 per cent of actual money, either gold, silver or legal tender paper, is used, while 93 per cent of the business transacted was effected in the manner referred to. Our city, state, national, and international clearing houses, render the use of actual money almost unnecessary, millions of bills of exchange, checks and drafts being daily liquidated in New York, London and Berlin, and other important business centers, only a few thousand pounds or dollars in actual money or bullion being required to settle those national or international balances. In view of such facts, the claim that the decrease of the 7 per cent of the money actually used, to say $3\frac{1}{2}$ per cent would depreciate the value of all property and products one-half is manifestly absurd.

It is sometimes argued that workingmen would be directly benefited by an increase in the volume of money, as it would increase the wages of labor. To this it may be shortly replied that the same cause that effects the increase in wages will also raise the price of all other "commodities," and per consequence the cost of living. It is not a certain nominal rate of wages that men contend for; it is for a wage that will maintain a certain standard of living. Any wage that will maintain that standard will set men to work, whether the nominal wages is \$1.00 or \$5.00 per day.

It is claimed that the demonetization of silver in 1873 inflated the purchasing value of gold, and per consequence decreased the value of property and products by an amount estimated at hundreds of millions of dollars. This claim must be largely considered as chimerical, and rests on no solid ground of reason or argument. As a matter of fact, silver was not demonetized in 1873. Previous to that year the total silver coinage had only aggregated seven millions, since that time three hundred and thirty-eight millions of silver have been in circulation, either in the shape of actual coin, or in silver certificates, which have performed all the functions of money as fully and completely as gold coin. To the actual producer of wealth, the contest be-

tween the "gold bugs" and the "silver kings" can have no real interest. Neither gold nor silver is necessary as money, and the interests of the laboring classes would be better subserved by the demonetization of both metals, and the substitution thereof of an issue of inconvertible notes subject to rigid limitation as to amount issued. It should be borne in mind that the Bank of Venice for six centuries transacted a world-wide system of national and international exchanges, by a mere transference of credits on the bank books, said credits at no time being convertible into coin. Yet during that time the bank never "suspended," nor was there ever a financial panic.

The claim that contraction of the currency is effected purposely to enable the money lending class to acquire the property of the masses by foreclosure, is not borne out by the fact of the suspension and wreckage of numerous Western Mortgage Companies, who found to their cost that the property they advanced money upon was not worth the face of the mortgage, 50 cent wheat being a great iconoclast of land values. The fact is, the money lending classes are mere parasites and non-producers, while there is no crime or villainy they would not be guilty of (within legal limits) to increase their ill-gotten hoards, yet there is no class who are so directly interested in keeping up the value of property and products, or whose interests are more subserved by the general prosperity of the business interests of this country. Only when the country is prosperous, and business healthy and increasing, does the money lender find remunerative use for his capital. Interest at 8 or 10 per cent, as a steady thing, beats the ownership of property, or the ordinary chances of capital invested in commercial enterprises. The chief method adopted by the money power to rob American industry, has been through the means of an interest bearing national debt. This, certainly, has been one of the causes of the concentration of wealth in the hands of the plutocrats. But this is a secondary system of robbery, for as I have shown in a previous number of this magazine, labor must first be robbed before this form of interest can be paid.

I need not dwell longer on the money theory of exploitation. It must be evident that that theory does not furnish a solution of the problem. Admitting fully the viciousness of our financial system, it yet remains apparent that the cause lies deeper, and must be traced to the fact that labor that creates all wealth, is treated as a mere "commodity," and is compelled to give up to the capitalist exploiter in the shape of rent, interest and profits, all above the necessary amount, in the

shape of "wages," to provide a bare subsistence. While this system remains no change in our fiscal or financial policy will be of any permanent benefit. While the competitive system is in force, the best financial system that the wit of man could devise, would not prevent the concentration of wealth into the hands of the original exploiters, the owners of the means and instruments for the production and distribution of wealth.

There only remains to consider the single tax. I have, however, discussed this theory in detail in previous numbers of this magazine, showing conclusively, I believe, the economic fallacies on which it rests, and its entire inadequacy as a "sovereign remedy" for our social and economic ills. I shall, however, for the sake of the completeness of this article, briefly recapitulate the principal arguments urged against it.

We have seen that the theory rests upon the absurd assumption that all surplus wealth, above the cost of subsistence of the laborer, is absorbed by the private land-owner in the shape of "rent." All statistics, facts, observations and common sense discredit this assumption.

The confiscation of rent is practically the same as the confiscation of the land, and is so admitted by its advocates. This would be the robbery of a class, for which no justification can be offered, for, as I have fully shown, present land-owners are only partially the beneficiaries of that "unearned increment" which the single tax is designed to confiscate, all former beneficiaries would retain their share of the "swag" unmolested. I have shown that the land owner is only one of the robbers of labor, that "interest" on capital can no more be justified than private rent of land; that the "capitalist," as such, no more produces "capital" than the land-owner does the land; that to expropriate one and leave the other, would be partial, unjust and indefensible.

We have seen that security of tenure of either land or improvements, would be destroyed under a tax that would so greatly vary with increase of population or business.

I have thoroughly demonstrated the fact that our present system of the monopolization of the instruments of production, mere access to "natural opportunities" is the merest mockery; that the men without capital, and that class represents 95 per cent. of the population, would be exactly at the same disadvantage as they are at present. Even with land absolutely free, the man without capital would still remain the virtual slave of those who controlled the modern tools of production.

It has been shown that the enforcement of the single tax would entirely prevent the holding out

of use of all vacant land for which there was not immediate use. This would throw upon the market 95 per cent. of all vacant land, both urban and agricultural. This would obviously reduce land values, or the rental value of land to a mere nominal amount, certainly only a fraction of present values. This shows the absurdity of the claim that economic rent would be sufficient for all the purposes of revenue; on the contrary, it would not probably produce one-tenth of the sum necessary, so that the term "single tax" is a misnomer and absurd.

Our present system of taxation is the very best that could be devised for the purpose of raising the largest possible revenue from land, as it prevents the virtual monopolization of the entire continent, whereas the adoption of the single tax would reduce the taxable area to one-tenth of the area now paying taxes. This would certainly be a benefit, but the same benefit, I have shown, could be obtained by the enforcement of present laws, which demand that all land shall be taxed at its fair "cash value." This would equally as well as the single tax, prevent the private monopolization of unused land.

To sum up the case against the single tax, it may be stated that that theory merely offers to the man without capital whatever he can produce on land at the "margin of cultivation," i. e., on land of no rental value, with the ordinary and individual tools of production. All the excess of production on land above the margin of cultivation would be confiscated by the state, by means of the single tax, and all the difference between what could be produced by the individual tools of production, as against the best in use, would go as "interest" to the capitalist class as the "wages of capital," as the "just return," as George puts it, for their "aid in production." Or, as the Hon. F. M. Finlayson expressed it in a recent address on "wages," before our local single tax club: "Labor's share as 'wages' would be what it could produce on land at the margin of cultivation, without the aid of capital."

It will therefore be evident that under a single tax regime the capitalist system of production would be perpetuated, the tools of production would still be the property of a small class, who would be the only ones who could effectually utilize natural resources, and that under competitive conditions, the man without capital—the 95 per cent. of the population—would still be forced to accept subsistence wages for *his* "aid in production."

I have now reviewed the various "panaceas" offered as "remedies" for our economic ills. We have seen that while the competitive system is re-

tained, no permanent improvement in the condition of the masses is possible. We have seen that no fiscal or monetary reforms can be of any benefit to the propertyless class. Under competitive conditions, labor's share will continue at the "wages" necessary for his maintenance and reproduction, according to the standard of living. There is only one solution to the problem. We must make this a real democracy. We must introduce the democratic ideal into our industrial system. We have now political equality; we must have also economic equality. For without economic equality, political equality is the merest sham. The monarchical idea in government is that the king and a privileged class shall rule, on the supposition that the people are incapable of self government. This is the "paternal" ideal. Under a democratic form of government it is assumed that the people are perfectly competent to govern themselves. This is the rational ideal. We have adopted the democratic ideal in our political affairs, but have retained the monarchical or "paternal" ideal in our industrial system. For is not our industrial system completely under the domination of a small class, who control, shape and carry on industry for their exclusive benefit and advantage? Have we not "railroad kings," coal "barons" and "lords" of industry, who use the workers as mere tools for the production of wealth, the major portion of which they retain, merely allowing their unfortunate wage slaves and dupes sufficient of the product to enable them to continue the process? Why should we not adopt the democratic ideal in our industrial affairs? Why not "fraternalism" instead of "paternalism?" Who builds and operates railroads; railroad kings? Certainly not; not one of them, probably, could drive a spike. Who digs coal, or mines iron, or silver, coal barons or iron and silver kings? Certainly not; most of them would starve if that was their only resource for a living. Who are the real producers, those who actually produce wealth, the lords of industry? Certainly

not; they merely scheme how to get control of the wealth after the real producers create it. Al- but I hear someone say: "The capitalists certainly furnish the capital, and capital is an indispensable aid in production." Yes, that is true; but was not labor here before capital? Does not labor produce all wealth, and necessarily all capital? Are we never to get rid of the ignorant superstition that there would be no capital if there were no capitalists? Formerly we looked helplessly to a king and a governing class to look after our political affairs, now we look as helplessly to some capitalist to give us employment. Why do we not retain the capital we produce, and instead of handing over to a capitalist, retain it in our own hands to "aid in the production" of all future wealth? Why should we not in short make our industrial system like our political system, a government of, by and for the people; a system where production would be carried on for use instead of for profit, in the interest of all the people instead of in the interest of 3 per cent. of them? Why not get rid of industrial "kings," "lords" and "barons," as we got rid of their political prototypes, and found a real industrial democracy; in a word, The Co-operative Commonwealth? This can be done by legal and constitutional methods. We have already adopted the co-operative system in our postal affairs, in our system of free schools, our army and navy, our light-houses and public roads, etc. Other countries have taken under communal control railroads, telephone and telegraph systems, municipal control of electric light and gas plants, and water supplies, and the street transit system is successful wherever tried. Why should we lag behind other countries? We have only to continue to extend national, state or municipal control, gradually, just as fast as it can be successfully accomplished, until private control of the "means of production" shall cease, and the people themselves conduct all industry in their own interest. Then, indeed, will we have a real democracy, a system of fraternal co-operation in the interest of all the people.

OUR NEW YORK LETTER.

Life in the metropolis is just now quite full of mild but pleasurable excitements of various sorts, which are a decided relief from the monotony of the panic period, from which most people are convinced that we have safely emerged, even if not yet on a very high tide of prosperity. What, with the glory of winning the Temple Cup at baseball after the local team had lost the championship by the skin of its teeth, the rapidly growing

fad over the game of golf, a crazy quilt condition of politics in which about every newspaper in town supports some combination of candidates that is quite different from that advocated by any other paper, and as a sideshow to which vigorous campaigns are also being carried on *pro* and *con* sundry constitutional amendments, the Greater New York scheme, and the municipal rapid transit proposition (all of which have to be voted

on at the coming election), the perennial entertainment of the Lexow investigation—which is in reality, of course, only a tender to the political canvass—and the distant accompaniment of news from the Oriental war, we have plenty of subjects to both read about and talk about and keep our minds from growing rusty.

Politics naturally comes first in public estimation as an object of interest, and this year it is as good as a play; so great is the medley of parties and factions, of candidates and platforms. The strongest advocates of the Cleveland policy have rallied to the support of Cleveland's bitterest enemy; the most radical of the freetraders have joined forces with their protectionist foes. Hill and Tammany have generally been considered identical forces; yet this year it by no means follows that because a voter is identified with the one, he necessarily is with the other. Nor is it only state and municipal tickets that are inextricably tangled; for at a time when political issues as distinct from personalities have become more considered than they had been for a generation, we find men seeking to go to congress with the main and avowed purpose of breaking down the tariff, relying for their main chance of election upon the endorsement of conventions in which the tariff is extolled as the chief bulwark of American liberties. And not the least interesting feature of the whole thing is that, as we were buncoed into an apology for the Australian ballot which requires separate ballots to be prepared for each party, all the various factions have maneuvered a set of cross-nominations for the different state and district offices, which will help them to gain all the benefit possible from individual split votes. On top of the resulting mass of ballots which will burden us all at the polls on election day, will be an additional avalanche with which to register our decision on the various legislative questions to be submitted to the people. Just what cards will come out of the grand shuffle then made, it would take a lucky guesser rather than a shrewd man to predict; especially under the circumstances in which these lines are written—of being committed to paper before election but appearing in print only after the ballots are counted; but it is a very amusing thing to watch, and however it turns out, there will be plenty of citizens who have had lots of fun out of the game and some of them a fair amount of pecuniary profit.

For exploiting the comic features of the campaign, *Puck* and the *World* may justly claim the palm; *Puck* diligently promoting one of the tickets in its cartoons each week and bitterly attacking it in its letterpress; while the *World* has ac-

complished the champion somersault of its career over the charge made against one of the candidates that he had violated the contract labor law. When this charge was first made Mr. Pulitzer's news columns fairly gloated over the discovery, but all at once it had a change of heart, and while still opposing the candidate, it rose to a height of supreme political magnanimity, and now its columns fairly ring with declarations of the pettiness of such tactics as bringing an issue of this sort into a campaign. As for the charge itself, it is likely to bring about a wholesome revulsion of feeling against the sentiment, which would exhaust itself in ridiculous attempts to empty the ocean of popular distress by tin-cup measures such as this. If the condition of the laboring classes were what it should be in a great country like America, it would injure no one to have fresh hands coming in to labor and increase the general fund of wealth on which all ought to have an opportunity to draw; and with that condition as it is, there is scant hope of relief from barring out importations under contract, when employers need hardly turn around to get all the labor that they need at home, on their own terms and without binding themselves by any contract. Of course, it is the lowest form of demagogism to condemn a rich man who happens to be a candidate for doing what all other rich men do, although it is fair enough and wise enough to discriminate against very rich men in public office, and particularly when they represent nothing but their wealth; yet it is a little hard to understand the consistency of a law that permits men to employ as they please other people to minister to their comfort as domestic servants, and forbids them from doing the same thing in producing the fund out of which to pay those servants. And another inconsistency is that we construct all our laws so as to foster the amassing of great wealth in few hands and yet assume to dictate how it shall be enjoyed by the beneficiaries to whom we have so freely granted it. But the most patent thing about the whole business is the futility of attempting to prevent an employer from contracting in advance for foreign labor that he can get whenever he wants it, without a contract and on his own terms. And it is most of all pitiful to see the amount of labor that is wasted on schemes like this to prevent an effect, that if rightly directed, could stamp out the cause.

Devotees of the referendum will have a good opportunity to observe how their pet scheme would work in watching this year's New York elections. There is a long string of constitutional amendments to vote on, most of which have business, however meritorious, to be petrified

a constitution; these amendments being submitted in lieu of a completely new organic law. Since many of them are bad, and there has been no opportunity for the public to study them, it is to be devoutly hoped that the indifference which generally shows itself at popular elections about things of this sort, will serve to defeat them all. Then we are to express an opinion about whether the city shall be extended to something like its logical limits, and to decide whether the common-sense plan shall be adopted of the city owning for itself a comprehensive system of local transit. One of these issues is sentimental to a great extent and the other practical, and, as usual, it is the sentimental one that is receiving most notice. How it ever happened to finally dawn on the commissioners' minds that when an enterprise was of such universal importance as to need the power of the community for its creation, its profits should certainly belong to the creator, nobody seems to exactly understand. But after two years of doddering over the problem how best to turn it over to individuals, they at last stumbled on the right plan; and now there are fair prospects that it will be lost through general apathy. Of course, the relief from our present broken-down systems of transit, would have to be paid for in higher rents; but at least such physical comforts would be gained as would be worth paying for, and the increase of rents in the office districts would to some extent be compensated

by practically throwing open for use the districts now inaccessible because of distance, and so, temporarily at least, reducing the cost of living by means of the greater amount of land brought into competition.

The Greater New York scheme is, in good measure, a plan of real estate dealers in the suburbs, backed by sentiment in favor of living in a city so much larger than the present, nominal limits. It is a rational thing in itself, for there is really no reason why people should live in one place, and have the most important part of their interests in another, as is the case with so large a part of our population; thus tending to intensify the want of acquaintance with their neighbors, which constitutes one of the greatest difficulties of our local politics; and at once belittling the affairs of the outlying districts and diminishing that sense of responsibility in municipal affairs which always comes with the increasing importance of these. Unfortunately, it cannot be extended to take in a strip nearly twenty miles square across the Hudson river, which legitimately belongs to the city, because that lies in another state, and this was one of the things in which our forefathers made a great blunder, when they decreed that no state should have any of its territory taken without the consent—not of the people living in such territory, and properly the ones to be consulted, but of the state at large.

EDW. J. SHRIVER.

Song of a Serenade.

One night beneath my window, when the stars
were bright above,
The music of a mandolin, blent with a lay of
love,
Came stealing through the stillness like the balmy
breath of spring;
I opened up my window-blinds and heard a singer
sing:

"Cupid is an archer, and his arrow's ever set,
And swift and sure the arrow flies, as from a fal-
conet;
His bow is ever trusty and his aim is ever true.
Be wary of the archer when his arrow's aimed at
you!"

At first I only lingered there to listen for a while,
And thought the singer only sang the hours to
beguile.
My heart began to tremble with the touch of
every string.
opened wide my window-blinds and heard the
singer sing:

"Cupid is an archer, and his arrow's ever set,
And swift and sure the arrow flies, as from a fal-
conet;
His bow is ever trusty and his aim is ever true.
Be wary of the archer when his arrow's aimed at
you!"

The weary day I'm waiting for the twilight shades
to fall,
And where the tangled woodland waves I hear the
lone dove call.
The song of running brooklets and a thousand
birds a-wing
My eager ears will hear not when my love begins
to sing:

"Cupid is an archer, and his arrow's ever set,
And swift and sure the arrow flies, as from a fal-
conet;
His bow is ever trusty and his aim is ever true.
Be wary of the archer when his arrow's aimed at
you!"

—Cy Warman, in *McClure's Magazine*.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.

E. E. CLARK, EDITOR-IN-CHIEF.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

INSURANCE.

THE CONDUCTOR does not enter into a discussion of this matter, which seems to be of considerable interest at the present time to the contributors to our Fraternal Department, with any view of imposing its idea upon any, but with the hope of giving some information that is not generally well understood and with the hope, possibly, of advancing some idea which may assist Brothers in making up their minds as to what they desire in this direction.

It is not an uncommon thing to hear a member make the statement that membership in the Benefit Department "costs too much," and again, "I can get cheaper insurance." Insurance is a commodity which various dealers have to sell. The way to determine the best place at which to purchase this commodity is to investigate carefully with a view of determining how much insurance can be gotten for the money, and what is the quality of the article. We invite the member who thinks he can get cheaper insurance to go out in the market and undertake to buy it; find out how much you can be insured for in case of natural death, how much in case of accidental death, how much you will receive for the loss of both hands or feet, how much for the loss of one hand or foot, how much for the loss of eyesight or the sense of bearing, and then ascertain how much the insurance will cost per year per thousand dollars of insurance. Learn how much you will be required to pay as premiums and how much time will be allowed for payment after it is due. After you have carefully canvassed all these points, you will come back to the Benefit Department convinced that you cannot get cheaper insurance and that you cannot get the same quality elsewhere. Insurance is a business, and in order to

conduct it successfully, business principles must be adhered to. No insurance company can long pay its claims unless its income equals or exceeds the amounts it is required to pay out. Expensive and exhaustive experiments have been made for the purpose of determining just how far insurance against disability can be furnished. The limit is, and always will be, fixed by the amount the insured are willing to pay for the insurance. The rules or laws which govern an insurance company should clearly provide just what risks are taken. Every policy-holder should understand just what he is insured against. The great mass of laws and jurisprudence in existence to day is practically all founded upon precedent and custom. Custom makes the strongest kind of law, and if an insurance association pays the claim of one or more of its policy-holders on account of sympathy, the precedent is established which grows into custom and soon crystalizes into law in the eyes of the courts.

We have made some figures which can do their own talking, and to which we call especial attention :

	Membership in Order.	Membership in Ben. Dept.	Percentage members carrying insurance.
Jan. 1st, 1887.	10330	4586	44.39
Jan. 1st, 1888.	12323	4768	38.69
Jan. 1st, 1889.	13224	4559	34.47
Jan. 1st, 1890.	13720	4296	31.31
Jan. 1st, 1891.	14453	3933	27.21
Jan. 1st, 1892.	17906	5844	32.63
Jan. 1st, 1893.	20224	9942	49.16
Jan. 1st, 1894.	*20224	12424	61.42

*Approximate.

In 1887, insurance in the Order cost the members per thousand dollars of insurance, \$12.00; in 1888, \$14.40; in 1889, \$15.20; in 1890, \$14.80; in 1891, \$15.40; in 1892, \$14.00; in 1893, \$15.00,

and in 1894, \$16.00. All who have made a study of this question know that the last Grand Division directed extra assessments made for the purpose of catching up with the approved claims against the Department, and that alone accounts for the higher cost for the year 1894. Every approved claim against the Department is at the present time paid, and there is sufficient in the Benefit fund to promptly pay the claims as they mature, unless for some unforeseen reason, an unusually large number of claims should come. Various experiments were made with the laws, but the above figures will show that from 1887 up to 1891, the membership in the Benefit Department steadily decreased, while the membership in the Order steadily increased.

In 1890 the low water mark was touched, and with but 3933 members in the Benefit Department the cost per one thousand dollars insurance was \$15.40. Having paid up all the approved claims for which the extra assessments were provided, the Benefit Department, for the year 1895, will issue assessments not exceeding \$14.00 per year per thousand, and in the absence of any epidemic or calamity, will be able to promptly pay all approved claims as they come. At the time our present laws were enacted, the Department was three or four months behind in paying the approved claims. Now, claims are paid immediately upon approval.

Our Order is not the only one that has experimented on the question of insurance against disability. All of the recognized organizations in railway service similar in character to ours have tried this thing. Each in common with ours has gone farther in that direction than it could afford to and continue its benefit department, and all have arrived at practically the same conclusion, that it is impracticable and impossible to successfully insure against any disability about which there can be the slightest possible question. The Brotherhood of Locomotive Firemen, after carefully studying this

question for years, and after considerable experimenting, have, at their late convention, enacted a law providing for the payment of disability claims for "loss of hand at or above the wrist, loss of a foot at or above the ankle," and in cases where beneficiary members are "totally and permanently incapacitated from performing manual labor by reason of the following diseases, to-wit: Consumption, Bright's disease of the kidneys or total and permanent paralysis." This, as we understand it, opens the door for the payment of disability claims a little more than formerly, but to our mind, not to any alarming or dangerous extent. Cases under the three heads named, are, when they have reached the stage to totally incapacitate the afflicted one, hopeless, and the question resolves itself into one of whether or not the claim will be paid at a little earlier date than that upon which it would be paid if the member's demise is waited for, assuming, of course, that he continues his membership. One thing can be safely asserted, that every inch the door for the payment of disability claims is opened, means just that much additional tax upon members. That our present laws and the condition of the Benefit Department have had the effect of inspiring confidence in the Department is evidenced by the steady gain in membership and by the fact that for the year 1893 the membership in the Benefit Department increased 2482, while the membership in the Order did not increase to speak of. Some members attribute all the increase in the Benefit Department to the laws requiring new members to carry our insurance. The increase for the year 1893 conclusively disproves this, as do the figures for 1892. Membership in the Order for 1892 increased 2318; membership in the Benefit Department increased 4098.

In face of this showing, THE CONDUCTOR believes that any radical departure from the present policy and laws governing the Benefit Department which will affect it financially will be a serious mistake.

SENIORITY.

Upon this subject are entertained, probably, as radical and widely differing opinions as upon any subject that is of interest to railway employees. The worst thing in this connection, except the establishment of a rule of strict seniority, is the fact that nearly all of the advocates and opponents of this theory go to extremes in their opinions and in expressing them. The only proper way in which to determine the real merits or demerits of the opposing ideas is to carry each to its

logical conclusion with a view of determining which plan will be productive of the greatest amount of good to the greatest number of those interested. Very many are apt to express their opinions without taking into consideration the question, Who are the interested parties? The interested parties are the older employees, who, having served their apprenticeship, have eminently fitted themselves for positions higher in the service; the young employees who desire

speedy promotion; the employers and the public.

We will take for example the conductor and the brakeman, though the same arguments will apply with equal force to other classes of the service. It has grown to be a universal custom to promote practically all of the conductors from the ranks of brakemen except where an experienced conductor is hired as such. The application of a strict line of seniority in promotions means that the oldest brakeman in the service will be given first opportunity to fill a vacancy in the ranks of conductors, providing he can pass an examination or is capable of filling the position. If he fails to pass proper examination or is not capable of performing the duties of conductor, the next oldest man must be given his turn. So long as there is a man in the service who can perform the duties or pass the examination, no man may be hired from the ranks of the unemployed for the position, nor can any person younger in the service of that company be given preference in promotion, even though he possesses ability and merit of a much higher degree than those who outrank him in point of age. A man who has spent the best years of his life, and has served successfully for years, as a conductor, has no stock in trade, no capital to invest except his labor and his experience. A line of strict seniority places him with his experience and acquired ability on a common plane with the younger, inexperienced and untried man. It is not an uncommon thing for a conductor to be dismissed, even against the personal wishes of his superior officers, purely as a matter of discipline, or in order to protect the company against liability for "contributory negligence" in case they should continue him in their service and further accident should occur. It must be admitted that conductors are sometimes dismissed for, seemingly, flagrant and willful violation of rules or orders. Unfortunately, at times, a conductor will forget, and, as a consequence, irreparable injury is done. If seniority universally prevails, the conductor, who for any reason, loses his situation, must either seek employment in some other line or begin again as a brakeman and continue in that service until he becomes the oldest in the service of that company before he can again be employed as a conductor, and this, regardless of the number of years of successful experience he may have had as a conductor or of the enviable reputation he may have built for himself in that capacity. What would be the effect on the service of following such a policy? The most able, best and most reliable men in the service would, as soon as misfortune in the shape of dismissal overtook them, conclude that they could do

better in some other line than to begin all over again in that manner, and this class of men would permanently leave the service, while those who, by force of circumstances were obliged to remain, would grow discontented. The standard of excellence and ability in the service would be gradually lowered, and as a result, the interests of the employers and the public at large would suffer. A man who has spent the best years of his life in the operating department of a railroad has generally unfitted himself for any other line of business, and it would certainly be disheartening and discouraging to see himself crowded out of his chosen profession by the apprentices whom he has assisted in teaching.

The advocates of the plan of seniority maintain that a man who enters the service in a subordinate position does so with the hope of securing promotion, and that when he gets to be the oldest employe in the service in his class, he has earned the first right to promotion. Some of the effects of the establishment of such a rule have already been pointed out. A further bad effect is, that it places the man who has no ambition except to get to be the oldest man in exactly as advantageous circumstances and with just as bright prospects as has the man who is faithful and ambitious and who desires to secure promotion solely on his merit. Laziness on the one hand would be encouraged and laudable effort on the other hand would be discouraged.

As opposed to those who advocate the establishment of a line of seniority in promotions are those who go to the other extreme and argue that there should be no seniority and that no consideration should be given a man's age in the service, but that experienced men should be employed at all times when available, instead of making promotions. The establishment of that policy would also be followed with bad effects. Men who had worked honestly and faithfully for promotion would feel that their efforts were not appreciated, ambition would be deadened and they would not bring to the service the same degree of efficiency or earnest effort which they would if they felt they had something to work for beyond their immediate compensation. Without reasonable opportunities for promotion, there would be, under many officers and many places, charges of nepotism, favoritism and all of the other isms which could be connected with the subject. Old employes who felt they had earned further promotion, who were equipped to fill positions higher in the service, would see themselves overlooked, while some friend or relative of the officer in charge was employed to fill the choice position. This policy, if carried to an extreme

would result in discontent and dissatisfaction among the employes, and the interests of the employer and the public would suffer through injury to the quality of the service. There is no more reason why a conductor should not, at proper times, be employed as a conductor, getting credit for his experience and an opportunity to invest his capital, than there is why a superintendent or train master should not be hired. There is no more reason why a conductor should not be employed as a conductor than there is why an experienced carpenter, blacksmith, brick-layer or master of any other profession should not be employed in the capacity for which he has fitted himself. There can be no good reason why a faithful, competent employe should not have reasonable hopes of, and opportunity for, promotion afforded him. Either the establishment of a strict line of seniority or the abolishment of the idea in its entirety, can be plainly shown to promise evil results; hence, it seems a reasonable conclusion, that a common ground between the two extremes can be adopted with promise of the best results. A man's ability and record should cut some figure in the question of his employment as a conductor. A man's ability, merit and record should be taken into consideration in connection with his promotion. We would not favor depriving a man of every reasonable inducement in the way of prospects for promotion. We would not discourage the old and tried employe by depriving him of all prospects of securing employment in the profession which he has chosen and mastered. We believe the adoption of a fair compromise as between the two which fits itself to the local conditions, will best serve all the interests involved and be productive of by far the most satisfactory results. The adoption of such a policy means to the conductor the recognition of his calling as a profession, and an opportunity to secure employment therein if misfortune overtake him and he can show a good record. To the brakeman it means that he perhaps will have to serve a little longer as a brakeman before securing promotion, but when promotion comes, it is to a profession, and when he has mastered it he, in turn, will reap the benefit of his patience. The adoption of a line of strict seniority means that the younger men will be continually and steadily crowding the older ones over the top of the ladder and that they, in turn, will be crowded over. In this connection it is very significant that as soon as the new conductor has begun to feel at home in his position, his ideas on seniority begin to change, and when he has served a few years as conductor he wonders why he ever believed that conductors should never be hired.

Thus far we have considered this from the standpoint of individual interests alone. We could write at length upon the interests of laboring men generally; of labor organizations and of such organizations as are composed of railway employes in particular. Under the conditions which at present obtain in our country and certainly, so long as our present extremely and unreasonably liberal immigration laws are in effect, the working men will be forced into conflict with the law of supply and demand. There is no way in which the men engaged in any trade or calling can do more to improve the conditions under which the men in that trade or calling labor than by limiting the supply of available and competent men to the demand for their services. The establishment of a line of strict seniority and the following of that policy for a few years will fill the country with experienced trainmen who, like some of our statesmen, will be "out of a job." They will not be satisfied in the positions into which they may drift or be forced and as a natural and unavoidable consequence, the stock of available, experienced, competent men for this service will far exceed the demand for their services. The results which will follow that condition of affairs are apparent. There are more experienced conductors today in the United States than there are positions of that character, and it behooves not only those who are now in positions of that kind and those who, having already fitted themselves for those positions, are at the present time unable to secure employment, but those who expect to fill those positions in years to come, to bend their every energy toward the establishment of such practices and policies as will be calculated to make the position one of stability.

The employer in all probability will, so far as the interests of the service will admit, consider carefully the wishes of his men and take such action as he believes will best promote harmony among them and at the same time insure efficient service. He will never surrender his right to a voice in the matter.

The policy advocated by the extremists on either side will never be generally adopted. If the directly interested parties, viz., the conductors, the brakemen and the employers can not agree upon some fair basis which will grow into established custom, the question will have to work itself out by evolution in which greater care in the selection of men who are allowed to enter the service will cut an important figure. Local conditions vary so widely that an inflexible rule would be unsatisfactory and unfair. If all interested will adopt the motto, "Live and let live," and will bend their energies toward the establishment of such condi-

tions as promise best for them in the future and best for those who may follow them in the profession, setting aside for the time being immediate self interest, there will be no difficulty in securing the adoption of a general policy which will result in the elevation of the profession and which will materially increase the ability of the employes in the classes, through their combined efforts and their organizations, to maintain a satisfactory standard of compensation for their services.

We are unalterably opposed to the idea that an employer can not or shall not hire a conductor. We are equally opposed to the establishment of

any policy which does not recognize and reward ability, merit and faithful service on the part of anyone, be he conductor, brakeman or neither. We are opposed to the policy of overcrowding the profession or of holding out promotion by age in the service as a premium upon disloyalty to fellow employes who bear the responsibility. We believe that, while urging the employment of experienced conductors on account of their experience, it is but consistent and eminently proper at the same time to advocate the employment of experienced brakemen in preference to new men. We believe the laborer is "worthy of his hire."

"THE LABORER WORTHY OF HIS HIRE."

The decision recently handed down by Judge Woolson, of the U. S. Court, in the case of the Omaha & St. Louis Railway, was a notable victory for the employes of that company, and the far-reaching arguments upon which it was based, will doubtless work for the benefit of many beyond the immediate jurisdiction of that tribunal. In June of 1893 the road in question went into the hands of a receiver. Some time during last May this official recommended to the court a reduction in the pay of different classes of employes, stating that he had been unable, after an honest and earnest effort, to agree with said employes upon a reduced schedule. On July 10 the court issued an order referring the hearing of the entire question to a master in chancery, giving him the following just and indeed generous instructions:

To take proofs upon said petition of said receiver and also as to what wages are now being paid on other lines of similar character, operated under like conditions through the same country, and to report the same together with his findings thereon to this court with all reasonable speed; that he cause to be delivered a copy of this order to each of the employes, so far as practicable, who are to be affected by said proposed reduction of wages, that the receiver furnish transportation, going and returning over his own line, to such of said employes as shall attend before the master in chancery, and that he pay the reasonable and necessary expenses of said employes while attending upon said master; and that all employes of said receiver, so desiring, whose wages are, by said petition sought to be reduced, have leave to appear, in person or by attorney or attorneys or other representative, before said master at time and place of hearing, there to offer all such proper proof as they may deem fit, bearing upon the matters presented in said receiver's petition.

Under this order the hearing was commenced July 25, the employes participating and being represented by counsel. Both parties submitted their evidence, upon which the master made a report recommending that the reduction asked for by the receiver, be ordered. This finding was taken before the court by the employes on exceptions, and extended hearing and argument were there given. The result was a decision reversing the master and sustaining the stand taken by the men.

In this decision Judge Woolson called special attention to the fact that the practice had been in full accord with the rule laid down by Judge Caldwell in the Union Pacific case. The receiver had called his men to a conference, and they had been given every opportunity to present their side of the questions at issue. The same privileges had been accorded them in the hearings before the master and the court. He also quoted at length "the leading principles which courts of equity keep in view" when considering cases of this class, as expressed by the same authority, their substance being: when a court takes charge of a road, its employes are subject to the orders of that court and entitled to its protection; the supreme duty of the court is to operate the road efficiently and safely; if passengers are killed or freight lost through the negligence of the court in providing necessary means of safety, the court is morally and legally responsible; sober, intelligent, experienced and capable men are requisite to the safe operation of a road, and when the employes possess these qualifications, the court will not, upon light or trivial grounds, dispense with their services or reduce their wages. Reference was also made to that portion of the decision in which Judge Caldwell said the men "must be paid full wages, though no dividends are paid on the stock and no interest on the bonds." These rulings were shown by Judge Woolson to be peculiarly applicable to the case in hand, as the receiver bore cheerful and hearty testimony to the faithful, intelligent and capable character of his men.

In reviewing the argument advanced by the receiver supporting the proposed reduction, it was stated to be in effect: for years the Omaha had been closely allied with the Wabash system, their rates having been the same for the same service; in May last the Wabash reduced its men to rates of pay practically the same as he proposed,

under the conditions it was no more than just that his men should accept the same reduction. Against this the men urged that, owing to superior road-bed and equipment, the Wabash employes were enabled to earn greater mileage within a given time with less work and risk and proved to the satisfaction of the court that the present pay per hour on the receiver's line was much less than the pay per hour to like classes of employes for similar service under the Wabash reduced wages. The bearing of decreased earnings upon the subject of wages was disposed of by Judge Woolson as follows:

If it be urged that under the reduced earnings of the road for the past few months, the present pay becomes disproportionate thereto, the language of Judge Caldwell, in the opinion above cited, is pertinent, that: "The employes, under the present (mileage) system, share the burden of diminished business. They make less mileage and get less pay per month."

Upon the basis of these rulings, and the evidence and argument as outlined, and after considering at length the tabulated statements of the yearly and monthly average wages paid by roads under practically the same conditions, and comparing them with the rates in force on the Omaha, Judge Woolson summed up his decision in the following vigorous language:

The evidence does not show that these yearly and monthly averages are higher than the rates paid on other lines operated, as nearly as can be found, through similar country and under like conditions. And in the opinion of the court, the payments shown to have been made by the schedules now in force, are just and equitable, and the rate now paid not higher than it should be for the service rendered. At least not higher to such an extent as to require the enforced order of this court in the matter. Especially under the fact apparent from the evidence, that the rates, as applied to the greatly reduced volume of business lately passing over this road, will result, of necessity, in greatly reducing payments to these employes.

I do not overlook the testimony introduced on the part of the receiver, that the rates as proposed in the schedule recommended, are fair and just to the men. The witnesses are experienced railroad operators. Their testimony is largely based on the reduced earnings and the fact that the expenditures of the road for some months have exceeded the receipts. And also on the fact shown by the evidence that at the present time many railroad men are unemployed and seeking employment, so that there would be no present difficulty in engaging others in the place of those who might quit the service, because of the reduced pay. The court does not regard these reasons as

entitled to much weight in considering the matter to be here decided. The retention of faithful, intelligent and capable employes is of greatly more importance than temporary decrease in earnings, or present ability to secure other employes at reduced wages. The court is not justified in discharging trusted, satisfactory employes or compelling their retirement from the service of the court, because present ability to employ others at reduced wages, would turn a present operation at a loss into such operation without loss. If, as has already been determined, the wages now paid are not in excess, in the particulars considered, of the wages paid by other roads running through the same general country and operating under practically similar conditions, and the wages now paid on this line are not excessive for the services performed, the reasons presented for a reduction, by the court of those wages (against the protest of the men affected thereby) should be weighty indeed, and should appeal with most convincing power, before the order for such reduction is entered. The evidence shows that some of the employes, with families to support, are scarcely able to maintain them on present wages. The highest and best service cannot be expected from men who are compelled to live in a state of pinch and want.

This is a plain, straightforward, statement of the duties owed by the courts to their employes, and it might be studied with advantage by employers who have no such relations with their men. It is not only in direct keeping with the stand taken by Judge Caldwell, but with that taken by Judge Woolson upon a former occasion. Through it all there is a keen appreciation of the principles of justice underlying the relations of employer and employe, that speaks volumes for the man as well as the judge, and when the doctrines here enunciated are more generally received, the labor problem will be well on the way to solution.

On the hearing counsel for the employes admitted that the pay for local freight men on the Omaha was greater than was paid by other roads under the same conditions, and a reduction was ordered in this one particular, though it was only half what was asked by the receiver in the case of engineers and firemen. It was a sweeping victory for the men, and but adds emphasis to the assertion we have often made, that the working men of this country need no better asylum than the courts when presided over by fair minded and fearless judges.

NEW LAWS FOR THE FIREMEN.

During their recent convention in Harrisburg the Firemen made a number of important changes in their laws, and most of them were of general interest. The Grand Officers recommended the removal of the Grand Lodge from Terre Haute, and the delegates decided without opposition that such change was essential to the welfare of the Brotherhood. To the Grand Officers and executive board was entrusted the selection of a new location, and a special meeting will be held for that purpose in the near future. A number of important changes were made in the laws regulating the

payment of benefits, but these are explained at some length in another column of this issue.

Of all the new provisions adopted, perhaps the following possesses the most direct interest for the members of other organizations: "Striking firemen shall be allowed \$25 per month for three months only." This takes the place of a law granting \$40 per month during a strike, and it was the general practice to petition the membership to have that pay extended. This practice grew to such an extent that it became practically impossible to decide when the pay should stop and have

such decision accepted or followed with any degree of satisfaction on the part of those interested. The fixing of an invariable rule obviates the possibility of misunderstanding, and insures all being treated exactly alike. All other railroad organizations have had similar experiences, and the inflexible rule is unquestionably the only satisfactory solution of the problem.

The new law also contains the following important provision: "Strikes may be declared off by the Grand Master with the consent of a majority of the members of the Grand Executive Board." Heretofore it has been impossible for the Grand Officers to call off a strike without the consent of the local committee, no matter what the urgency

might seem to be. The law now makes the Grand Master and the Executive Board the supreme authority upon this question, and when in their opinion a strike has been hopelessly lost or the good of the order demands, they can act without the consent of the local body.

Every labor organization has the right to demand the undivided support of its grand officers, and the following protective measure is strictly in line with this fundamental principle: "No member of any other labor organization shall hold the position of a grand officer of the brotherhood."

On the whole, the changes made appear to have been well considered, and it would seem that they could hardly fail to work in the direction of the steady and healthy growth of the order.

THE READING AGAIN.

The hostility entertained and exercised by this company toward labor organizations of any kind is too well known and has been too thoroughly discussed to make further detailed discussion of it profitable. The receivers and other officers have been making some more of that history which has made the name of the P. & R. a synonym of all that is unreasonable, harsh and oppressive on the part of an employer, by renewing their attack upon an organization of workingmen. In September Mr. Sweigard called certain of his employes to his office and informed them that they must sever their connection with the company or their membership in the Brotherhood of Railway Trainmen. Grand Master Wilkinson appealed to the courts for relief, praying that the receivers be restrained from enforcing such orders. The receivers, in their answer, set up technicalities connected with the individual cases cited, thereby dodging the general or real issue. The matter went over without date. It is to be earnestly hoped that success will crown the efforts of the officers of the B. of R. T., as otherwise the men must give up their membership in a fraternal and beneficial organization or seek employment elsewhere. The P. & R. company has had no difficulty with the organizations it wars upon, and if the records of those organizations for honestly conducted affairs and square dealing, as well as fair consideration of and regard for the rights of the public, were no better than those of the (in)famous P. & R., they would well deserve annihilation. So long as this company can continue to require of all men entering their service a written assurance that they do not belong to any labor organization, or an agreement that they will withdraw from same and refrain from becoming a member of one, while in their employ,

so long will the present policy be followed and so long will it prove practically abortive to appeal to the courts. What is needed is a law in Pennsylvania, similar to that now in effect in several other states, which will prohibit and prevent the carrying out of any such feeling or policy on the part of any public corporation. We know of no better law of this kind than the one of Minnesota, which we append hereto. There is a Legislative Committee in Pennsylvania. Can they secure the passage of such a law there?

Chapter 25, H. F. 36, General Laws of 1893.

AN ACT declaring it a misdemeanor on the part of employers to require as a condition of employment the surrender of any right of citizenship.

Section 1. Any person or partnership carrying on any trade or business in this state, and any corporation chartered under general or special laws, foreign or domestic, and exercising public or private franchises therein, are hereby forbidden from requiring or demanding of or from any servant or employe, on any condition whatsoever, the surrender in writing or by parole, or the abandonment, or any agreement to abandon any lawful right or privilege of citizenship, public or private, political or social, moral or religious, and whosoever violates the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction shall be fined in a sum not exceeding one hundred (100) dollars, and shall stand committed to the common jail of the proper county until such fine and costs of prosecution are paid, or in lieu of such fine the proper court may in its discretion sentence the convicted party to imprisonment in the county jail of the proper county for a term not exceeding ninety (90) days.

Sec. 2. The president, vice-president, secretary, general superintendent or other principal officer of any such partnership, association or corporation as is named in section one of this act, who may direct or be a party to the violation of the provisions hereof, shall be taken and deemed as persons within the meaning thereof, and shall be held liable in all courts and places for a violation by such partnership or corporation, of the provisions thereof.

Sec. 3. The county attorney of any county, or the proper prosecuting officer of any city or municipality in this state, is hereby authorized and directed to commence and to prosecute to termination before the proper court all violations of the provisions of this act, whenever the same are brought to his notice.

Sec. 4. All acts and parts of acts inconsistent with this act are hereby repealed.

Sec. 5. This act shall take effect and be in force from and after its passage.

Approved March 3, 1893.

IS IT JUST?

Some fifteen years ago one H. C. Parsons was Vice President of the Richmond & Allegheny railroad for about two years. Later this road was absorbed by the Chesapeake & Ohio, and Mr. Parsons' official connection ceased certainly so far as any employe had any knowledge. The rules of the C. & O. require its conductors to collect transportation from all persons on their trains, and to insist that all persons (except officers personally known) exhibit their annual passes each time they ride.

Mr. Parsons had an annual pass, and he formed a strong dislike to Brother Thomas A. Goodman because he insisted upon compliance with the rules of the company. Parsons repeatedly precipitated unpleasant controversies instead of exhibiting his pass as he should, and once when required to pay fare for his daughter, (for whom he had no transportation) in addition to enacting a disgraceful scene on the train, he strove earnestly to secure the dismissal of Brother Goodman. Brother Goodman had faithfully performed his duties as prescribed by his employers, and was upheld by them in so doing.

After pursuing these tactics for four years, Parsons finally resorted to an effort to deprive Brother Goodman of his position, and in the same connection to blast his character, and even interfered in his family affairs, in a communication to the General Manager of the road. The letter found its way back to Brother Goodman. On June 29 Brother Goodman met Parsons at Clifton Forge, and asked him to retract what he had said. Parsons (with an insulting remark) refused, and, according to Brother Goodman's statement, threw his hand to his hip. Brother Goodman drew his gun and shot Parsons dead.

If it were not for the fact of Parsons' seeming attempt to draw a weapon, we would not be able to find any justification for Brother Goodman's act. If Parsons had refused to retract his slanders and Brother Goodman had given him a good sound threshing, we would have said, good boy! We have no patience with the cur who, when he has some little fancied grievance against an employe of a corporation, seeks to get even by using his influence to get the employe dismissed, nor have we any sympathy for him if, as a result of his cowardly action, he gets into trouble. If the attacks are supported by misrepresentations and falsehoods, about the only thing that is not excusable on the part of the wronged employe, is murder.

Brother Goodman was indicted, tried, found guilty of murder in the second degree and sentenced to eighteen years in the state penitentiary. A stay of execution pending an appeal was granted. It is thought a new trial will be granted. Brother Goodman's gentlemanly deportment and his worth as a man are abundantly testified to by prominent and reliable business and professional men, as well as the press of his locality. There is much truth and force in the following from the editorial columns of one of the Virginia newspapers:

We do not take the position that crime should not be punished. Far from it. But we do think that a poor man should have some show in this world. Parsons was a man of means and position. Goodman was an humble employe. Parsons wanted to have him removed from his position because he (Goodman) was true to the interests of his company, having made passengers on his train pay their way. A verdict of acquittal, or even a lighter sentence, would have shown conclusively that men of means were upon the same footing in Virginia as that of honest men in the humble walks of life. We believe in justice, but we do not think it right and just to send one man to the penitentiary for eighteen years for defending himself and loved ones, and then send another for only five years for a greater crime, as was the case with T. J. Clark, of Danville, who in the night time way-laid Rev. J. R. Moffett and shot him down like a dog.

COMMENT.

A very common objection to government ownership of the railroads is that the government would be unable to carry the enormous burden of debt which it would be necessary to assume in order to acquire possession of the railways. That is the principal objection advanced by Commissioner Veazey, as stated in these columns last month, and there are many prominent persons throughout the country who treat the proposition for government ownership as a self-evident absurdity on that ground alone. Yet, it seems to me that this objection is the very one which has the faintest show of reason to support it. To increase the bonded debt of the government, say,

eleven billions of dollars, would be a very serious matter, would mean bankruptcy for the government, would be loading the people with a burden of debt which they could never carry in addition to their present burdens, if the debt happened to be of the same nature as the present national debt; and such a proposition would certainly be absurd. But the bonds issued for the purchase of the railroads would be of an entirely different nature from our present government bonds; instead of being based on wealth that has been destroyed they would be based on wealth actually existing and actively employed in the service of the people; instead of representing the waste and

destruction of war they would represent the actual present value to the people of a very important agent of civilization. The people would get something tangible in return for their payments on the government bonds issued for the purchase of the railways; for their payments on the present government bonds they get no benefit whatever in return. This is a distinction that is often forgotten, but it needs to be kept in mind.

* * *

The gross amount of revenue paid to private parties on account of the railroads during the last fiscal year was considerably more than one billion dollars; a sum which answered to pay more than four per cent on the capitalized value of the roads after deducting the cost of operation. Who furnished this revenue? The railway users, the people, of course. Suppose we leave things exactly on their present basis of operation and management; would it be any harder for the people, any more of a burden upon them, to furnish the present amount of revenue to the government than it is to furnish it now to private parties? Certainly not. The people are just as truly burdened with the cost of operating the roads, together with the net revenue which goes to make payments on railway capital, *now*, as they would be were the roads owned by the government and their present capitalization represented by government bonds. The people would have to stop using the roads entirely in order to deprive the government of the means of meeting the payments on the bonds issued for the purchase of the railroads, and it is not likely they will do that just yet. Not a dollar of extra tax need be levied in order for the government to acquire ownership of the railroads; the government can issue bonds to the present holders of railway securities to cover the value of their holdings, and the receipts of operation that now go to pay interest and dividends on railway capital can then be devoted to paying the interest and principal of the bonds. Increase in capitalization would cease, and from that fact, together with economics in management, the roads would pay for themselves in one generation and the people would have them free without a dollar of taxation anywhere in the process. There are some valid objections to government ownership, but increase in the bonded indebtedness is not one of them.

* * *

Our courts are rendering very extraordinary decisions of late. If the decision of Judge Lacombe, of the New York district court, in the case of Levi Morton's imported coachman, holds water, our secretary of the treasury is invested with

the power of a Russian autocrat. Morton's coachman was arrested and detained under the terms of the contract labor law. That law especially exempts "domestic servants," and Judge Lacombe says there can be no doubt but the man is a "domestic servant" and so exempted under the terms of the law; but he adds that the courts are powerless to help the accused. If Secretary Carlisle says the man is not a domestic servant it lies in his power to arrest him, throw him into jail, and then forcibly deport him. Of course, the action of the authorities in this matter is merely for the purpose of making political capital; if Morton were not candidate for governor we should never be bothered about the fact of his having imported a coachman; but that does not matter much beside the extraordinary scope of the district judge's decision. That decision practically gives to the secretary of the treasury the power to arrest and send out of the country any foreigner whom he may choose to designate as coming under the terms of the law, and the courts are powerless to rescue him. It was never intended that such extraordinary power as this should be lodged in the person of any executive officer of this government. The executive department of the government has assumed some extraordinary powers of late, but this power given to the secretary of the treasury by the court, the power to imprison and deport a man who the court says has a perfect right to be here, is one which an executive officer would hardly dare assume on his own motion. Entirely aside from any of the matters connected with Levi Morton's coachman, this is a question that needs to be looked into.

* * *

Another extraordinary decision was that of Judge Butler, of Philadelphia, in refusing to issue naturalization papers to an applicant for citizenship who said that he believed in the collective ownership of the means of production, on the ground that such doctrine is socialism and a socialist is not eligible to citizenship. This, notwithstanding that the American Federation of Labor, at its last annual session, adopted as one of its demands a plank calling for the collective ownership by the people of all means of production and distribution; notwithstanding that the Socialist Labor party has a national organization in this country, and is formally recognized in many of our states, where its tickets are regularly printed on the official ballots; and notwithstanding that there are thousands of American citizens who are believers in the doctrine of nationalism in every state and territory in the union. If a belief in socialism is incompatible with the proper

exercise of the duties of American citizenship, we have gotten a long ways on the wrong road before finding it out. Evidently, there is some work to be done in re-organizing our federal judiciary.

* * *

An interesting point touching the respective jurisdictions of state and federal authority is raised by the treasury department concerning the South Carolina dispensary law, which the supreme court of that state has pronounced constitutional. This law gives state officials the right to take possession of and confiscate all liquors produced either in or out of the state, or to sell them only through the state agencies, upon payment of the United States internal revenue tax. Inasmuch as, under the restrictions imposed by this law, the distiller cannot sell his product to private persons within the state, nor to persons outside the state, except on such disadvantageous terms as to practically prohibit its manufacture, the law tends to diminish the sale of liquor, and

consequently to reduce the revenues of the general government. Upon this showing of facts the treasury department raises the question whether a state can so legislate as to deprive the United States of one of its declared sources of revenue. I would be vastly pleased to see an authoritative decision made upon this question. If the contention of the treasury department has any force, it would also make prohibition laws illegal, because they would interfere with the revenues of the United States. State laws prohibiting the manufacture of oleomargarine would also be illegal. Laws against gambling might be shown to interfere with the revenue which the general government derives from the sale of playing cards. In fact, there is no telling what department of state legislation the question might not be made to cover if once established as a principle. It is well to remember, in this connection, that such absurd contentions could not arise if the government confined itself to the one natural source of revenue, land values, and ceased trying to collect revenue from so many unnatural sources. B

BORROWED OPINION.

Another sign of diminishing friction is the better management of trade union societies. These institutions are the outcome of the factory system and the division of labor. When every man supplied his own wants there was no organizing of men, but when capital was massed in large quantities, and many men were drawn under the same roof, what was more natural than for them to confer and form an association to protect and advance their own interests? If the employer mourns over the formation of these societies, let him remember how much they have been caused by himself. They are a necessary counterbalance to aggregated capital. This is imperious enough now, and we fear would be more so if trade union societies did not exist. Anyhow, many improvements may be seen in the management of these societies. In the beginning they were rude affairs officered often by ignorant and prejudiced men who were constantly blundering. Realizing their ignorance and inability to manage wisely, persons outside their own number were frequently chosen, and who on many occasions abused their trust. As labor unions have grown older, their members have learned more, and better men have been chosen leaders. The consequences of striking are more intelligently considered than they were a few years ago. It must be remembered, too, that many of these societies have been formed on the eve of a strike; that it was not the consequence of forming the society, but the society was a consequence of the intention of the members to strike. Especially that was the origin of many trade union societies in this country. * * *

If the conflict between the employed and the

employer seem violent, let us consider that we see only one part of the battlefield whereon all the opposing classes of producers and exchangers are contending. In France the way of peace has been found; in England the worst is probably over; and in the light of our own and of foreign experience, can we not see, if we choose to look, how to lessen the conflict? Between the contending parties is a moral basis of settlement,—the rendering of a fair equivalent for the service or thing given,—and whenever this basis shall be adopted, the terms of permanent settlement will be the short closing act to the long and pathetic drama of ill-requited toil.—*Albert S. Bolles, in The Century.*

The report of Deputy Factory Inspector Mary O'Reilly respecting the sweating system in Philadelphia presents a condition of affairs that seems to call for legislative interference. Competition in business nourishes the sweating system. The buying public looks for "bargains" and does not stop to inquire how the low prices are brought about. Thus the wages are forced down and down until starvation prices are reached, and work is carried on in the cheapest quarters and under the worst possible sanitary conditions. No one can exaggerate the evils of individual cases: the disease and suffering; the cruelty of task-masters; the impositions practiced upon the hungry worker, who must hold his place or starve; the danger of a spread of infection from the crowded tenements to the homes of purchasers of clothing made in these sweat shops.—*Philadelphia Public Ledger.*



SALIDA, COLO.

Editor Railway Conductor:

It may be that some of the Sister Divisions are saying, "What has become of Columbine Division?" We are still alive and prospering nicely, but are a little excited at the present time over a coming event, namely, the giving of a big ball on Thanksgiving night. All of the Sisters are taking a lively interest in it, and we look forward to a grand success.

Deputy Grand Sister Kissick has been with us since I last wrote, and taught us some new floor work that is quite pretty, and which we all enjoyed.

I am very sorry to say that our Sister Secretary and Treasurer is sick with a very bad cold. We have the loveliest kind of weather in our little town, but there seems to be an epidemic of colds going around, so that some of our sisters are not able to attend meeting. There are a number of conductors' wives who have not joined us as yet, but we hope to gather them all into our little band in time, and then I think they will say, "I wonder why I didn't join them before." It is so pleasant to put household duties to one side twice a month and meet all of my sisters, for we have such pleasant times together.

I hope that our Sister, Mrs. A. E. T., has seen the silvery lining of the dark clouds long before this time. We, too, in our little town had some experience this summer of a railroad strike, but, am glad to say, with no very disastrous results.

I think the ladies' Department of the magazine is getting more full of interest all the time, and enjoy reading the magazine all through.

With kindest and best wishes to all L. A.'s to O. R. C., I remain

Yours in T. F.,
MRS. FRANK GILMAN.

ST. ALBANS, VT.

Editor Railway Conductor:

Vermont Division is steadily increasing in membership. Our meetings are well attended, and all are interested and working well for the

good of the Order. The first opportunity to add to our treasury was given us by an invitation from Division No. 24, O. R. C., to join them in a picnic at Missisquoi Park. Fine weather; a large and orderly crowd; excellent music by St. Albans Brigade Band, which consisted of a concert in the afternoon, and the orchestra furnishing music for dancing in the afternoon and evening; interesting sports; a large and beautiful park; one and all combined to make the picnic a decided success, both socially and financially. A good supper, delicious ice cream, cake, etc., served by the Ladies' Auxiliary, netted us the sum of \$50, which we thought very good for a first attempt. This will enable us to get our badges, frame our charter, meet other expenses; in short, free us from all indebtedness. Our socials now and then bring us in something, besides giving us a pleasant time. Last Wednesday we met at Sister Remington's, where we had an exceptionally good time, which we did not need to be assured of when the invitation was given. I am glad we have a little time left us to enjoy these beautiful autumn days, which are passing so swiftly, before the cold winter, which is now fast approaching.

Vermont Division sends greeting to all the Sister Divisions.

Yours in T. F.,
MRS. G. H. PECK.

ATLANTA, GA.

Editor Railway Conductor:

Golden Rod Division still continues to grow. Our last meeting was a good one; in fact, they all seem to be so. I think if the Sisters would attend every meeting, they would take more interest in the Order and derive more benefit from it. Try it, Sisters, for a few months and see.

We came near having no place in which to meet at our next meeting. The building caught fire Sunday morning, and would have burned to the ground, but for the wails of our poor bright eyed goat.

We are making a silk crazy quilt to be raffled

off at twenty-five cents a chance to get more money in our treasury by the convention, and I feel sure that all that can will take some chances, knowing what it is for and how badly we need money, or will in the spring, so if any of you Brothers or Sisters feel like sending a chance or two, it will be appreciated, I assure you.

I think I learned a lesson a few days ago, which I want to share with the Sisters. There were several of us at a neighbor's house at a kind of sewing, quilting, or it matters not what, for we spent a delightful afternoon. In some way the conversation turned to different churches, and my church was literally torn to pieces and not put together again. I sat silently by (for a wonder) and let them rattle on. I was obliged to laugh, for some of the most unreasonable things said of the church, their belief and so on. Some of you may say: "Why did you not tell them it was the church you belong to, that they were discussing?" Well, for this reason, I knew it would make them feel badly, and ask pardon for what had been said, thinking my feelings were hurt, which was not the case. Now the lesson is, when we are in company we should not make remarks about any person, for a sister or brother may be sitting by. These ladies would have been far from saying what they did if they had known it was of my church they were talking. Now if any of you ladies who were present that afternoon, should happen to see this, please do not think for one moment that I think any less of you, for not so. I only write this for a lesson. And another thing, I don't think we should ever have any hard feelings against each other in or out of the Division room, and we should correct each other's faults, and try and be in as good trim as possible for a new Division to be in, when the convention meets here, which is almost upon us.

Yours in T. F.,
PLAIN SPOKEN.

CHEYENNE, WYOMING

Editor Railway Conductor:

As it is sometime since our Division has reported through your columns, we wish our sister Divisions to know that we are living and busy. We have initiated three new members this year, six since organization. Three of the young conductors have shown so much interest in the Ladies' Auxiliary that they made it a duty to find mates and so add to our number.

Sister J. H. Wiley has been obliged to leave us on account of the serious illness of her husband that necessitated an immediate change to a lower altitude. The majority of the ladies of our Di-

vision met one afternoon at the home of Sister C. G. Wolcott and helped with preparations for the departure of her family. We hear that Bro. Wiley is improving, and hope to see them all in our midst again in a near future. Sister Wolcott served nice refreshments and we all enjoyed the afternoon, as well as spending it profitably.

A few days ago, quite a number of our ladies met at the home of our Sister President R. G. Shingle, and made a handsome cheesecloth comforter, which is to be raffled in the near future, and the proceeds sent to the "Home for Aged and Disabled Railroad Employees" in Chicago. All present had a jolly time, enjoying the work and especially the hot coffee, sandwiches, ice cream and cake furnished by our hostess, and we hope to realize enough from the comforter to furnish several more for the unfortunate men who are so *fortunate* to have a "Home" provided for them.

We have given several entertainments which have been complete successes, and are now drilling on the "O Why" degree, with which we anticipate a great deal of amusement as well as some financial profit during the winter.

We have had a short literary and musical program at some of our Division meetings, and find it adds to the interest.

Will some of the Sisters suggest something else to interest and *draw* the Sisters out when *business* is dull?

Yours in T. F.,
MRS. E. B. B
TOLEDO, OHIO

Editor Railway Conductor:

You no doubt think we have taken a long summer vacation, but here we are again, after a jollification.

Last Tuesday, Oct. 9th, about twenty members of Banner Division met at the passenger depot of the T. & O. C. Railway, and boarding a train that was in waiting, were whirled away to Bucyrus, Ohio, seventy miles distant. The ladies were delighted to find that their precious lives were in charge of that pleasant and efficient conductor, H. C. Gray, and they hereby extend their thanks to him for courtesies received. Brothers Wright and Loop remained standing on the depot platform waving their farewells, while the tears coursed down their cheeks—poor fellows! Before the train started they were in the best of spirits and gave all kinds of advice and instructions. Brother Loop particularly called our attention to the obligation we had all taken in the "Oh Why Degree," relative to flirting. We each one of us, however, mutually resolved that for

HARRISBURG, PA.

this occasion only we would absolve ourselves from that obligation, and at that moment the train started and we were soon beyond the reach of his expostulations and admonitions. I would tell you about Sister W—— and the wandering minstrel, but I would not like to hurt his feelings, for through his efforts we were agreeably entertained.

Arriving at Bucyrus we were met by Conductor Baylor, accompanied by Mrs. Miller, Mrs. Baylor and Mrs. Morse. We were escorted to the elegant dining room in connection with the railway depot, where we were served with a splendid dinner, and to tell the truth, I don't think we felt as well after partaking as before, and I don't think the proprietor did, either. We were then escorted to the Macabees' Hall, where were assembled other ladies, and we proceeded to institute Harmony Division, No. 57, which Division, though consisting of only eleven charter members, we predict a glorious future, for we believe they have the pluck and energy to achieve a grand success. The following Sisters were elected officers for the ensuing year: Sister Baylor, president; Sister Beilharz, vice-president; Sister Kimmel, S. S.; Sister Stauffner, J. S.; Sister Young, Secretary and Treasurer; Sister Miller, G.; Sister Morse, chairman executive committee. Some of the gentlemen being present, the officers were publicly installed, and immediately afterward fourteen of our ladies gave the new floor work and then the "Oh Why" guards conferred the degree on the following: Brothers Baylor, Gardner, Miller, Morse and Young. They all wear the yellow ribbon now, and have promised in the future to live up to their obligations. In the evening we were delightfully entertained at Sister Miller's, where we met Brothers Jas. McMillan and E. W. Purrett, whom we immediately took under our charge and protection. The evening was passed in pleasant conversation, music and cards. An elegant lunch was served, and we all voted that as royal entertainers the Bucyrus Sisters could not be beaten. Now I will tell you who we were that have been the recipients of all these favors: Sisters J. H. Moore, Jas. McMillan, A. W. McIntyre, M. A. Loop, J. Power, E. W. Purrett, Geo. Updyke, D. Myers, A. M. Prince, V. Hendrix, J. W. Arnold, M. Miller, J. Talty, O. B. Clark, B. F. Osborne, H. O. Wright, J. Heath, C. C. Woodward, Geo. French and H. C. Gage.

Yours in T. F.,

BANNER CORRESPONDENT.

Editor Railway Conductor:

It has been some time since you have heard from Division 47, and perhaps a few words regarding our continued prosperity may not be unwelcome to your readers.

We have taken in quite a number of new members since our organization, but not so many as we would have done had it not been for the hard times among the railroad men and the prejudice felt by so many against such organizations among women. As soon as times grow better we will take in a number of others and will show the "queer" husbands that we can run Keystone Division successfully. The members of the O. R. C. have been very generous with us, both socially and financially, and we are under obligations to them therefor.

Two entertainments have been given by the Division recently; the first at the home of our President, Sister Ross, was a complete success, as she knows how to manage such entertainments. Several visitors were present from Philadelphia and Sunbury, and they seemed to enjoy it thoroughly. The second was a lawn social, and was held at the home of Sister Myers, and was equally successful. The lawn was beautifully decorated, but owing to stress of weather we were obliged to meet in the house.

When the B. of L. F. convention was held in this city their ladies were entertained by the different railroad organizations. On August 18th the O. R. C. took them on an excursion to Mount Gretna, and we passed a most enjoyable day.

With best wishes for all, I remain,

Yours in T. F.,

MRS. A. H. EASTRIGHT.

DES MOINES, IOWA.

Editor Railway Conductor:

Our Division is in mourning through sympathy with Sister O. T. Johnson, who was called upon to suffer the loss of a devoted husband on the 4th of September last. Brother Johnson was very popular wherever known, and the sympathy extended his wife was all the more sincere because of the sense of personal loss felt by the friends of both. The funeral was held in the First Congregational Church, and was largely attended. The floral offerings were many in number and beautiful in design; those from the O. R. C., the Auxiliary, the insurance men of the city and from the children of the neighborhood, with whom Brother Johnson was a great favorite, be-

ing especially noticeable. The members of the Auxiliary attended in a body, and our hearts went out to our Sister in her grief for a kind and loving husband who had shared her life for the past twenty-five years. Mrs. Johnson was president of our Division for two years, and there can be no question but her services in that responsible position were made more valuable by the ready support and sympathy always accorded by her husband. In him we have lost a true friend whose place it will be difficult to fill. Sister Cherry, who was present from Valley Junction, had laid her husband to rest on the 9th of the September before.

During the past summer we have lost three members. Mr. and Mrs. Tone Boen have gone to the south; Mr. and Mrs. McMahon and Mr. and Mrs. Wilcoxon have gone to St. Paul, where we hear they are doing better than when with us. Naturally this is pleasant news to us, but we shall miss these Sisters greatly from their places in the Division room.

Sister Hall is somewhat improved in health, and we have hopes for her speedy recovery.

An addition of eight new members will soon be made to our Division, coming from Valley Junction. This will be a great help to us in many ways, as we have been somewhat unfortunate in having our members move away.

I wish the Sisters would write more and oftener to the Ladies' Department of THE CONDUCTOR.

Yours in T. F.,

MRS. ANDY McLEES.

EAGLE GROVE, IOWA.

Editor Railway Conductor:

It may be that some of the readers of THE CONDUCTOR will be interested in hearing of the growth that has come to Prosperity Division No. 49, L. A. to O. R. C., during the year now so nearly ended. Although we have been organized since last February only, we have taken in seven new members and have hopes for more. The attendance has increased since the cool weather commenced and the meetings have grown in interest thereby. We are still meeting in I. O. O. F. hall, but hope to be at home in our new O. R. C. hall by the first of the new year. On the whole, the Division is prospering nicely, and we feel that a good work has already been accomplished in promoting sociability among the conductors and in establishing a spirit of sisterly love among our own members. Hereafter we will give a social every two weeks, aiming as

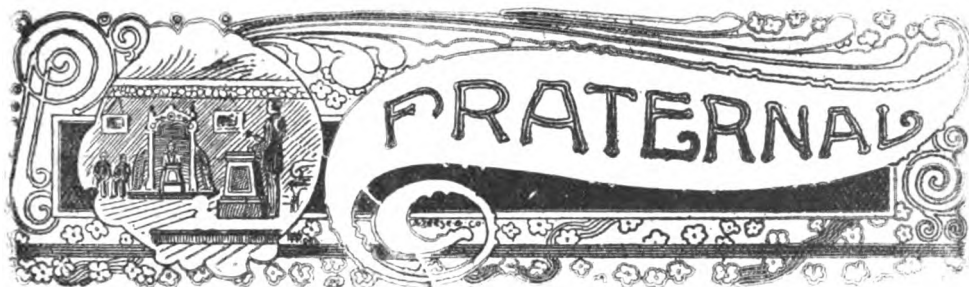
much at the cultivation of sociability as at the improvement of our finances.

It may be a little late, but I must mention our exceedingly pleasant visit to Lake City some time since. The members of the O. R. C. were kindly furnished with a special train by their superintendent, and the wives were included in the invitation, all of the latter being members of the Auxiliary. When we reached our destination we were received by the Brothers and Sisters of that city and royally entertained at their homes. The O. R. C. meeting was held in the morning, and, after enjoying a sumptuous dinner, we occupied the same hall and initiated two members. At the close of the session we were taken to the home of Sister Seiverts, where a most enjoyable reception was given by the Lake City Sisters. It certainly was an entertainment to be long held in pleasant memory. The Sisters of that city are deeply interested in the work, and we only regret that they are not nearer to our Division. May God bless the O. R. C. and bring them safely through all the trials and dangers that attend their daily life.

Yours in T. F.,

MRS. C. F. BACHELDER.

The South this season has been favored with an enormous crop of cotton, and an exceptionally large production of corn, with also an excellent yield of tobacco, and although market prices may be low, especially as to cotton, the fact remains that the cost of production, taking into consideration not only the question of labor, but recognizing the complete utilization of the by-product which was formerly wasted, is now greatly reduced, and the net result is a favorable one. The sugar interest, stimulated by the bounty provision, and strengthened in its position, has unfortunately been confronted with a modification of direct benefits, but it is to be hoped that existing hardships may be but temporary, and that this important industry may steadily continue in advancement, accompanied ultimately with remunerative results. The production of rice in the South is extending, and will undoubtedly assume very greatly enlarged proportions in the near future. The lumber resources of the South are being more and more brought into prominence, attracting capital for its preparation for market, widening the employment of labor, and adding to the available wealth of the community.—James M. Glenn, in *North American Review* for November.



ALEXANDRIA, LA.

Editor Railway Conductor:

Having noticed many articles with reference to seniority, *pro* and *con*, I would like to give expression to the views of some of those who feel sort of isolated, as it were, down here in this neck of the woods (swamps).

A great deal has been said about seniority being the cause of so many trainmen, conductors and brakemen, being put out of employment, etc., and of only those being in favor of it who are "incompetent." This, while not always being the word used, is always insinuated. My experience, while quite limited, is that both parties are in error as to the cause and effect, and I hope to convince some of our Brothers when I open the question of "*Ratio*" as the real cause of the surplus of conductors and brakemen. For example, two brakemen or three brakemen are "set up"—promoted to conductors—does it not necessarily follow that some one must be put into the place recently made vacant by their promotion? It must be admitted that there must be some one to fill the vacancies. What are the results? New men, sometimes relatives, sometimes friends or acquaintances of men on the line in train service—some men who reside in the vicinity of the road, for those who have had the experience are not at hand to fill those places. The result is that for every three experienced conductors hired you have increased the ranks of conductors three-fold and doubled the ranks of the brakemen, or, where you only had three conductors, you now have nine or twelve, and where you had three brakemen you now have six, for those recently promoted brakemen are to all intents and purposes brakemen, although acting as conductors.

While I admit it is laudable for a man braking to desire and work for promotion, is it best that said promotion be permanent or temporary? If the present ratio is kept up for a few years, as it now is and has been for the past five years, then good-bye to railroading—there will be no brakemen, but all conductors.

I have heard it said by some of my worthy

friends of the B. R. T. (and there are quite a number of them in that order), that conductors should refuse to take out green men when B. R. T. men can be found to go out. How silly such talk is I leave to any sensible man—to ask a man whose job you are taking, according to your own confession, not to take out the green man as a brakeman when there are B. R. T. men to be had. Supposedly, of course, a man who belongs to the B. R. T. must necessarily have had experience. What are the brakemen doing who are being promoted, when there are old, tried conductors, perhaps braking beside or opposite them? It is a poor rule which will not work both ways. Admitted we are all selfish, were it not best that we use a little judgment in our selfishness, when it will possibly interest us the remainder of our life, which it certainly will if we follow railroading?

Personally, I believe seniority is detrimental to myself, but that does not justify me in condemning it. Like everything else, when properly used it is all right, and keeps down personal strife. Like the constitution, or rather declaration, of our glorious country, "the greatest good for the greatest number," should be our motto. Old timers in all walks of life, politically and otherwise, have to take a back seat, and let youth go to the front; so, "ye croakers," take a back seat and be satisfied, or at least give way with as good grace as you can. Youth will push you aside!

Condemning each other, seniority or favoritism should drop. Many good and able men are to be found on both sides, and if we only attend faithfully to our own work we will get there by and by. Perhaps after I have been in harness a long time, like some of my Brothers, I may change doctrine. Until that time, permit me to wish you success, and especially the Order of Railway Conductors.

Yours in P. F.,

GEO. B. LEE.

CHATTANOOGA, TENN.

Editor Railway Conductor:

Some months since there were several communications in THE CONDUCTOR urging the next

Grand Division to take action toward placing our insurance on a tontine or endowment basis. It seems to me there would be wisdom in so doing. It would not only benefit those who take advantage of it to draw out a few hundred dollars when they found themselves out of the railroad service or unable to keep up their assessments for any cause, but it would also benefit the treasury of the department. For instance, we might allow a Brother, when he had been a member of the Benefit Department for ten years to surrender his certificate and draw out the amount he has paid in assessments, and thenceforth be debarred from taking out a new certificate. In fact, soon after a Brother has been a member of the department for ten years, we will be called upon to pay the full amount of his certificate, and it would certainly be better for the department, as a whole, to pay a few hundred dollars at the end of ten years than to pay a few thousand after twelve or fifteen years, as the case may be. I would be glad to hear an expression of opinion from some of the Brothers on this question, and have the matter take some form at the next Grand Division.

Yours in P. F.,

"LOOK OUT NO. 148."

ELMIRA, N. Y.

Editor Railway Conductor:

Responding to an invitation from "Growler" of Columbia, Pennsylvania, and from "Growler No. 2" of Denver, I will endeavor to give you something of my views on the subject of insurance, though doubtless some of the Brothers will think I had better have kept still. I am not a member of our Insurance Department, my claim for total disability having been allowed in January, 1887, because of progressive paralysis. I still have the good of the Order at heart, and believe that our laws as now framed are wrong. If I were to apply for my insurance today I would have to whistle for my claim, yet I would rather have both legs off or lose both hands at the wrist than to be as I am. I would rather lose my eyesight than to be as I expect to be should I unfortunately live through another year. In answer to the question asked by our editor as to how high the Brothers will be willing to go in assessments, I believe a majority of the members will pay as long as the assessments go to deserving Brothers. I have never found myself overstocked with cash, yet my dollars always went freely, knowing that they would do somebody good. I believe we all see our money go for this purpose with pleasure. Without my insurance I would have been left in bad shape. If health would permit I would go

to Atlanta and let the Brothers see what paralysis has done for me, and it might change the views of some regarding our laws.

I can say but little regarding our Division meetings as I am obliged to go about in a wheel chair, and must depend upon some of the Brothers to carry me up three flights of stairs, which they are always willing to do. Brother Hewitt, however, generally calls on his return from a meeting and keeps me posted as to what is being done. Brothers, attend your Division meetings, and see that your delegate is instructed to vote for a change in our insurance laws. I am proud to say that the register of Elmira Division will show up very favorably for yours truly. To the Brothers, my address is 411 Balsam St., Elmira, N. Y.

Yours in P. F.,

H. S. LEWIS, JR.

COLORADO SPRINGS, COLORADO.

Editor Railway Conductor:

As no other member of Division 244 has any desire for literary honors, I am going to accept them without a request. Division 244 is doing nicely, not losing any members to speak of, and once in a while taking one in. We have a few Brothers employed on the Rock Island, but the most of our members are on the First District of the Colorado Midland division of the Santa Fe, with ten freight crews on the division. The conductors are all members of 244 and most of our brakemen are O. R. C. men. Several belong to other Divisions but we expect them to transfer soon. If that is not a good showing we would like to hear from some other climate where O. R. C. men fare better.

As it is nearing the time when our delegate to the next Grand Division will be chosen, we are indulging in considerable talk as to how he shall be instructed. I think without a doubt he will be a member of the Benefit Department. I have a few ideas on different subjects if I could only express them. I think these matters should be talked over fully before Grand Division meets and not left to chew the rag over after the next session. Some of my Brother correspondents think that our insurance committee is tied down too closely, and that too little is left to its discretion. So do I. Others think that we should change our laws so that all cases of disability would receive consideration—this also meets with my approval. It will no doubt be expensive, but if we are going to care for our members properly it seems to me that the ones to care for should be those who through disability cannot care for themselves. Division 244 has paid out money enough to tide over cases of temporary disability

or financial embarrassment, to have paid her share of all the permanent disability claims not covered by our laws that would have come up in years.

There is a great deal of controversy on the subject of permanent membership in the Grand Division, and good arguments are being put forth on both sides. It does not look fair and just to me that men who have not been in railway service for some time, and have no intention of engaging in it again, should have a voice in naming the Grand Officers who are to direct our destinies, or to legislate and enact laws to govern the men in active service. I do not think that they can be as well qualified to speak or vote intelligently on these matters as the man who is in touch with the present mode of business, and knows all of the requirements necessary to fill his position with credit to himself and profit to his employers. Now, railway service is not what it was a few years ago, or even one year ago, as some of our old-timers would soon discover if they were to re-enter the service. I do not wish to see any honor taken from the veterans in the Order, many of whom belong to the Benefit Department, and should have a voice in determining its affairs, but I don't want them to fix my hours or my wages. I think an honorary membership should be established where their names would be placed on the scroll of fame and all possible honor and respect paid them, and such privileges granted as the Grand Division may elect.

In my opinion members who have retired from railway service and have entered some other business or profession should not be allowed a Division card, and if they are there should be a difference between the card issued to the railroad man and the business man.

If such matters as I have mentioned are brought up in each Division room frequently from this date until the meeting of the Grand Division our delegates ought to go with a good idea of what their Divisions expected them to try to accomplish, and I think a few changes can be made that will be for the good of the Order.

If I meet with fair success in my venture as a correspondent, I may tell you in some future letter what I know about seniority.

Yours in P. F.,

J. V. RUSS.

ST. PAUL, MINN.

Editor Railway Conductor:

All our readers are no doubt familiar with the facts in relation to the disastrous forest fires in northern Minnesota and Wisconsin only a short time ago, and how bravely the train crews stuck

to their duties, saving hundreds of lives from the fate that befell so many of their friends and neighbors. It is with pleasure that I refer in particular to the noble acts performed by two members of St. Paul Division No. 40.

Brother Thos. Sullivan of the St. Paul & Duluth Railway, after he found it impossible to go ahead, the train being on fire, gave the signal to back up and spent the time during that terrible run passing from one coach to another trying to quiet the passengers and prevent them from jumping from the train, using what water there was at hand to quench the fire as much as possible. He personally prevented several passengers who had become crazed by the heat and smoke from jumping through the car windows. After reaching the swamp, which was his destination when he first gave the signal to back up, the train was stopped and all on board, including the entire train and engine crew except Brother Sullivan, took to the swamp to escape the fire. Brother Sullivan, seeing that his passengers were as safe as it was possible to make them under the circumstances, and the entire train being in flames, started back to the nearest telegraph office on foot, twelve miles distant, to inform the officials of the road what had happened, and also to prevent a freight train that was following from meeting the same fate his train had met.

After performing these duties and making his report to the operator, Brother Sullivan fell down exhausted from the effects of the fire and smoke, and the terrible mental and physical strain that he had endured up to that time.

The other member of whom I wish to speak a few words of praise is Brother H. D. Powers, a conductor employed on the Eastern Minnesota Railway. While he was not placed in the same position as Brother Sullivan, he (Brother Powers) having a freight train instead of a passenger train, his noble acts of bravery and unselfishness prove to us all that he is made of the right material for a loyal and true blue conductor. As soon as he realized the terrible fate that would surely come to all citizens of Hinckley should they remain there, he immediately set about finding some way to relieve them. Amid the smoke and roaring of the flames he commenced to switch out some empty cars that were standing on the side track. Into these he loaded the people as fast as possible, and when the fire became too hot for any human being to endure he started with his train of human freight for Duluth. On the way they crossed a number of bridges that were on fire, and one high trestle bridge fell down twenty minutes after the train had passed over it. There was no time to think of dangers

ahead. Brother Powers thought only of the lives he was saving and of others that he was unable to save.

The acts of both these Brothers should never be under-estimated, and I feel sure their heroic deeds will never be forgotten by those who were saved from the awful fate of being burned to death. The railway companies in recognition of what these Brothers had done, have presented each of them with a magnificent solid gold watch, suitably engraved, showing fully what they were given for. A prize like this, given under such circumstances, is worth a hundred times more than its intrinsic value.

In mentioning only Brothers Sullivan and Powers I don't wish to infer that the balance of the train crews did not perform their duties. I feel sure that all are entitled to much more praise than has been bestowed upon them. The sentiment of the public was all in favor of the engineers, and while I agree that they were entitled to their share of the praise, I don't see why they should receive any more credit than the balance of the crew. Without them the engineers could have accomplished very little.

Yours in P. F.,

M. N. GOSS.

PERU, ILLINOIS.

Editor Railway Conductor:

I am now located in a strange town, and being a little lonesome among strangers, I thought I would write a few lines and let the Brothers from my home and vicinity know where I am and what I am doing. I am switching in a yard here for the C. R. I. & P. and would be glad to have some more of the old Lehigh Valley Brothers secure positions here so I would have some one whom I could talk to about old times.

Brother J. B. Kintz is our yard-master here, and he is the right man in the right place. Brother Bell of Cedar Rapids has charge of the engine on the Ottawa run, and between him and the two Johns they do the work in good style.

It was pretty hard for me to leave the town where I was born and raised and come to a place where I knew no one to regain what I lost through idleness after our stand against the Lehigh Valley Railroad Company. I will say to my brother railroad men in the part of the country where I came from, if you have a job at home and can get \$50 a month the year around, keep it, but if you want to railroad and get paid for it, come to this part of the country (if you are not afraid to work.) I began to work here on October 21st, and I hope to have my family with me by Christmas.

I would like to make mention in this letter of a presentation made to Division 160. At our meeting held Sunday, October 7, 1894, Brother J. E. Baldwin, on behalf of himself and wife, presented the Division with a set of altar flags and banner stand. Brother Keithline, in accepting the gift for the Division, thanked the donors most heartily, and also invited Mrs. Baldwin to send in her application to the L. A., after which the Division gave a rising vote of thanks to Brother Baldwin and wife.

I would like to say something about the Brothers on the D. L. & W., but as I am so far away, and do not know what they are doing, I will refrain.

Now, Brothers, as you will not hear from me again before you elect delegates to the Grand Division, I hope you will all put it in the delegate's mind that the Order had "some" loyal Brothers on the Lehigh Valley system last November, and they should be rewarded in some way for what they have lost.

As there are many of our Brothers at my home who would like to write to me, they can direct letters to me in care of J. B. Kintz, Box 7, Peru, Illinois. With best wishes for THE CONDUCTOR and our noble Order until you hear from me again, I am,

Yours in P. F.,

JAMES FINLEY

TUCSON, ARIZ.

Editor Railway Conductor:

"Build thee more stately mansions, O my soul
As the swift seasons roll!
Leave thy low vaulted past;
Let each new temple, nobler than the last,
Shut thee from Heaven with a dome more vast,
Till Thou at length art free,

Leaving time's outgrown shell by life's unresting sea."

OLIVER W. HOLMES

I believe the proffer of advice in this age to be waste of time. Advice was never of less value than at the present day. Books and people are full of it; but who cares for it? Advice in the nineteenth century is as valuable as ice in Greenland. What we are in need of is encouragement to self effort and action, without these we drift toward nothingness. Let us remember that perfection in small things makes great ones possible and now that the month of December approaches and we are called upon constitutionally to select the material for the foundation of our respective Divisions' coming year's success, let us be careful that such material is of the best the market affords. It will be well with the Divisions whose

choice falls to the worthy and well qualified, and not those who place self interest above all else. A good officer adds to the dignity and efficiency of his Division, while the unworthy and incompetent one but helps to dim the glory of past success, and presents an unsurmountable obstacle to future achievements. The Divisions that are successful in electing men of moderation, intelligence, honesty, with self-effort and ambition enough to dare to do their duty to the fullest demand of their office, will be well equipped for the work of the coming year. An officer is a representative, supposedly the pick of his Division. The office is a responsibility and honor; while the duties of such an office may be arduous, it is the holder's simple duty to honor the trust reposed in him to the utmost of his ability and to ever bear in mind that his Division will receive credit according to the wisdom of his administration. Officers of our Order should be men able to plan and execute, men with a full sense of appreciation of their positions, and endeavor to secure for their Divisions the good opinion of the outside world. The duties of our officers are multifarious, and at times entail loss of time and annoyance, but such is impossible to avoid, and some one has to bear the responsibility. These offices are the gifts of the Division, and should be appreciated as such, and should be handed down to those who are best qualified to care for and fill them under any and all circumstances, and, Brothers, what makes this December election of double interest to the welfare of our Order, is that we select the material that will compose, to a large extent, the next session of our Grand Division, where much business of an important nature will come before them for just consideration, and I trust that much better results will be forthcoming from the Atlanta session than the one held in Toledo. I hope there will be less time given to airing the grievances on any system of railway, and more to business of a general nature and of benefit to all, and that before the session in Atlanta adjourns, the membership of the Order will stand on an equal footing in every respect, regardless to seniority of Divisions or membership.

Changes of a radical nature should be made if the Order is to live and prosper without discontent in its ranks. The laws governing the Benefit Department will have to be remodeled. It is a gross injustice that our young membership are compelled to carry insurance when the membership prior to July '91 may or may not carry it as they see fit, and at the same time vote on all matters pertaining to the Benefit Department. I know of members of our Order that have no insurance,

and were they disabled or to die they would at once become subjects of charity—that is, if their Divisions would allow them to. It stands every Division in hand to elect their delegates from active and live material men in actual service, and up to the spirit of the times, as men in other vocations are, in a great manner, ignorant as to our most vital interests, and see that all delegates are members of the Benefit Department. It is wrong that a member should be allowed to vote on questions of insurance unless he is a member of that Department.

Again, if the coming session of the Grand Division consults the best interests of the Order at large, permanent membership will be of the past. The permanent member is certainly omnivorous in our Order. Show me the justice in old Divisions having from two to four votes in the Grand Division when young Divisions have but one. I am aware that the permanents will think this hard lines, and will fight their exit to the bitter end. Yes, these old time sinners with nothing on their heads between them and Heaven, will hang to the floor of the house and tell you how much they have done for the Order in times gone past, when it was in its infancy; how they nursed it on kindness and hard cash, and stood by dear old Sam through fair and foul weather, and actually made it what it is to-day. I do not suppose they would like to be told there is little history connected with the Order of Railway Conductors of to-day worth relating prior to the St. Louis session of the Grand Division and the present administration. Were I to call them cynics it might hurt their feelings, and that I do not want to do. But it is because that cynics in our membership have been so numerous that the evil they did lived after them. And if all faith in our Order is lost, our Order itself will be worthless. Some permanent member may tell me the measure of my own soul is found in my opinion of others. "True." We look for that quality in others which most predominates in ourselves, but a man can never rise above his best opinion of the world at large. But if that opinion is one step above the common herd of cynical humanity, then his best opinion of the world at large is sufficient. If there were no cynics in the world, there would be no distinctions, and consequently no way of rising. But, as it is, success depends upon what we can do for ourselves over others, and on what we can induce and compel others to do for us; it is therefore clearly the duty of the membership at large to send men to Atlanta that will do without fear or favor that which is best for the Order at large.

Yours in P. F.,
ROBERT DUNCAN.

CHICAGO, ILL.

Editor Railway Conductor:

Grand Master Sargent's address, like that of other conservative labor leaders, is heavy with his, and their, perennial counsel to select law-making representatives who will serve the people rather than the trusts and other corporate monopolies. These are his words, but the sentiment is not more his than theirs: "Intelligent wage-workers will agree with me when I repeat that today we need radical changes in our national laws, a better protection for our labor, a curtailing of immigration till the thousands of idle toilers now in our land have found employment at good wages. * * * But if the idle workmen will pause to consider [as if they had not paused to consider] that these conditions are brought upon us by unjust legislation, the combination of trusts, the manipulation of stock jobbers and Wall street rulers, and more in the interest of foreign powers than of our own country. * * * If the leaders of labor will put away all selfishness and put off the cloak of hypocrisy that is worn by so many, and let their minds be centered on the needy people and not on an office they hope to reach, we firmly believe that it is within the power of wageworkers, through the influence of trades unions, to bring about prosperous conditions and make plenty of employment at good wages."

That has been accepted year after year with stolid indifference by wage-earners and their masters alike. While in terms it is radical, even subversive, it is quite as inoffensive to conservatism as are *THE CONDUCTOR*'s very interesting monthly contributions urging a new and better system of economics; and for precisely the same reason; it is understood that any concerted effort on the part of workmen to act upon these suggestions will be discouraged as impracticable, and defeated by leaders of labor. The most useful adjective in our language is "intelligent." There seems to be but little call for any other to qualify such names as voter, workman, etc. If we are sufficiently intelligent (and we certainly are) to select the one of the two opposing candidates who will work for our good, we shall soon have the legislation desired. But every sane man—to say nothing of the intelligent ones—knows that neither of them will serve any but the looters and their plug-ugly adherents, by whose machinations they were selected as candidates; and an honest man can have no other motive in voting for either of them than a desire to defeat the other one—the worse of the two. If a sufficient number of genuine workmen do, in the desperation of their condition, get together and threaten the existing in-

dependent-American voter system by a nomination of their own making, one of their leaders is easily induced to lend himself as a candidate to the opposing machine in order to split the vote in the interest of conservatism and corruption.

Mr. Sargent predicts that "the future of the order will be brighter than the past; that her membership will increase; a greater influence will be manifested, and many who have lost faith in the Brotherhood will return, as did the prodigal of old."

Of course. The most superficial observer knows that unionism thrives on defeat and oppression—yes, *suppression*. Its membership increases with the harshness of labor's condition. It is fast becoming necessary to the existence of the individual workman. Its beneficence, however, is not enlarged by the same mathematical law, but rather by the rule of inverse proportion. It cannot abate the fierce, brutish struggle of competition; it can only help the individual to retain his place or his pay, or aid him to obtain another place. Within the union the member must still compete with an increasing number of his own kind, for places not more desirable, but less so. A brotherhood of brothers becomes—a labor union, if you like—it cannot remain a brotherhood.

Is it surprising that the less scrupulous among us, those on whom the obligations of brotherhood, of mutual help, bear but lightly, if with any weight, in order to advance their personal position in the estimation of their employers turn to the too willing magazines to advocate the hopelessness, the unrighteousness, of the cause for which we strive?

You invite a careful reading of the address of President T. W. Thomas, of the N. C. & St. L. railway, who, as you say, is always ready to practice what he preaches. This is what he preaches, as to the relations which should exist between labor and capital. He quotes the Golden Rule as the basis for the only true solution of the question—voluntary arbitration. He says, after suggesting a method of selecting the arbitrators: "It has been urged that the decision of such a board could not be enforced. So far as the employer is concerned, if he could not be forced by the courts to comply with his agreement, public opinion would compel him to do so. With the employees such a decision could be made binding * * * by disciplining or expelling any member refusing to abide by the decision." The Golden Rule, indeed! If public opinion is not the visible expression of the newspapers, then no man has a means of estimating it. It is too cheap, as a penalty to offset your expulsion from

your order. Mr. Thomas asserts every man's right to sell his work for what price he can get and to quit if the conditions of employment do not suit him. I do not wish it understood that I believe Mr. Thomas would not follow the Golden Rule in his relations with his employees. But our industrial system is such that he cannot, if he will, raise the condition of his workmen much beyond the standard fixed—and inevitably so because of free competition and a superabundance of workmen—by those who acknowledge no rule but that of greed.

It is quite true, as you say in your comment on Mr. McNab's magazine article, that both workmen and employer are interested in the profitability of their undertaking; but their interests are *not identical*, whether the enterprise be that of transportation by railroad, or the making of garments by the iniquitous sweating system, as in New York, where the contractors under that system, competing for work among themselves, had from time to time reduced the wages of their miserable employees until the point was reached where they positively could not work and live; it being always understood that without profitable work for the contractors there could be no employment at any price for the wretched sweaters and their dying children. The price of ready-made clothing was reduced, but what was the cost in misery, despair, and death?

Your brilliant Mr. Shriver, whose letters are always suggestive of buffalo grass and the grand old Rockies of Colorado, rather than the slavish-subserviency-breeding surroundings of the New Yorker, hints in his last, that in the New York state constitutional convention the interests of the New York Central are paramount to all other interests in the state; which seems to indicate that our interests, under the new constitution, will be served indirectly, through the prosperity of our employers, *a la* protective tariff system.

Senator Wade Hampton, of South Carolina, commissioned to examine and report upon the general condition of the so-called Pacific roads, which he did in company with his family, provided with all the luxuries incident to such a trip in a private car at the expense of the railroad companies, reported that he had found public opinion of the Pacific coast strongly in favor of a plan by which the government should assume title to the roads in satisfaction of the debt, as is usual in business transactions of a similar nature. But Gen. Hampton, a representative of South Carolina, a beneficiary of the railroad companies, recommended as more practicable the plan already proposed by the railroad attorneys in Washington—that of renewing the mortgage

without other security than that already held, that has as yet been inadequate to enforce the payment of one dollar of the immense indebtedness. Why should not the people of the Pacific coast stop their noise? They have a \$5,000,000 university out of the profits of the enterprise. The New York people are not noisy. Visit them, and they will treat you to a ride on top (not inside, mind you,) of a Fifth avenue stage, and will point out the Vanderbilt palaces with the same sense of ecstatic pride that glows in the Californian's face when he has brought you to your first view of his Golden Gate or snow capped Sierras, and quietly, modestly, but as one who appreciates his share of proprietorship, awaits the ejaculation that will express your emotions.

We strenuously object to the terms of the various injunctions issued by the federal courts in restraint of our efforts to force a betterment of our condition, and quietly, possibly cheerfully, acquiesce in the right (*I mean right*, not legal authority,) of the courts to so enjoin us. It seems to me of the least importance whether we may or may not conspire to quit, or may or may not persuade others to quit, so long as the punishment for contempt is limited only by the discretion of the judge who issues the injunction, and who alone is competent to hear the evidence in support of the charge. Justice Harlan's decision simply establishes the new tyranny on a foundation that will endure till the iniquities of our constitution compel an overhauling of that outgrown instrument of oppression. "S."

The Midland Monthly for November contains 112 pages, crowded with interesting reading matter and illustrations. "University Extension," with portraits, by Professor Loos, will attract educators and learners everywhere. "Cedar Chips" is a thrilling story of Washington forest life. "A Story of Devastation" is told by Marvey Ingham and Rev. Dr. Gist, with 13 pictures of the wreck made by the recent cyclone in Iowa and Minnesota. An editorial tribute to Holmes is accompanied by a portrait and by a fac-simile of "The Last Leaf," written by the author for the Aldrich Collection. A double installment of "Beatriæ" is given this month. "Charlemagne in Legend and History," by the editor, is finely illustrated. "Korea in Verse" is a humorous poem by an officer on duty in Korea. The War Sketch for this month tells the story of Judge McKenzie, whose bravery suggested the song "Hold the Fort." The most profusely illustrated article is on the Iowa National Guard, with camp scenes and sixty or more portraits of prominent guardsmen, including Governor Jackson and his staff, brigade, regimental and company officers—a grouping of historic value, as the personnel of the guard is rapidly changing.



Mutual Life Insurance.

1. Fraternal Association—Status Declared—

An insurance association having the characteristics of a fraternal organization, required as a condition of membership a physician's certificate of good health. On admission each member received a certificate entitling his beneficiary to \$2,000 on his death. Certificates were to be kept in force by the payment of an assessment on each death among the members. *Held*, that the association was, and is, in effect, a mutual life company, and the certificate an insurance contract.

2. By-Laws—Forfeiture of Membership—

Where the constitution and by laws provide that non-payment of dues shall forfeit the membership, and that a member in default may be reinstated on payment of his arrears, an association which has accepted and retained assessments paid by a member with full knowledge that he is in default (for dues) and which has taken no action to effect a legal suspension under the by-laws, waives the forfeiture.

3 Where the constitution and by-laws of an association provide for the payment of a fixed sum on the death of each member, and create a board of arbitration, to whom all claims against the association shall be submitted, and whose decision shall be final, such provisions constitute merely a revokable agreement to arbitrate, and do not preclude resort to the courts.

4. A refusal to pay a death loss on the ground that the certificate of membership has been forfeited is a waiver of proofs of death.

Danphier v. Grand Lodge A. O. U. W. et al.
Utah S. C., June 4, 1894.

Authority to do Business—Statutory Exception.

A corporation, with an insurance feature consisting of the participation in a benefit fund by those members of its local branches who pay assessments, whose constitution declares "secret work" to be one of its functions, and whose branches are to meet with a "watchman" at the outer and a "vidette" at the inner door, is within

General Statutes (sec. 2903) excepting every secret or fraternal society from the prohibition of section 2892 against the doing of business within the state, without authority from the insurance commissioner, by foreign corporations organized for the purpose of furnishing insurance on the assessment plan.

Fawcett v. Order Iron Hall. Conn. S. C.
May 6, 1894.

Mutual Benefit Insurance—Queer Ruling on Partial Payment of An Assessment—Forfeiture Notice Void of Credit—Deposits.

1. Where, in an action to recover on a certificate it appeared that the by laws of the Association issuing the same provided for forfeiture of membership if the member failed to pay any assessment "within 30 days from the date of the notice thereof," held that a notice mailed so as to reach the insured Nov. 30th and which demanded payment on or before Dec. 28th is not sufficient to sustain a forfeiture, since the "date" of a notice is the time when it is or could be received.

2. Where such Mutual Association urged its members to deposit money in advance of the assessments, and agrees to apply such deposit to the payment of future assessments, and to keep the account thereof; a notice demanding three dollars from a member, that being the full amount of the assessment, when the member has one dollar deposited with the society, is an invalid notice and assessment, because the amount demanded is greater than the amount due. Hence, no forfeiture could be declared until the Association had given notice of the correct amount assured was required to pay.

U. S. Mut. Ben. Etc., Assn of New York v. Mueller, Ill. S. C., July 19, 1894.

Note. The keeping of members' deposit account was left with the Association conditioned that information would be given when deposit was exhausted. In this case none was given, and the member was held not bound to know the condition of his deposit account. The annual dues were fixed at \$1 and the assessments at \$2, making the \$3 demanded. It was insisted that the member knowing the assessments were fixed at

§2 by the by-laws should have offered to pay that amount. But the court ruled that the law would not allow a forfeiture on such contention.

A notice requiring a member of an Association like this to pay an assessment before it is due is invalid.

Haskin v. Assn. of Ky. L. R. 371; Frey v. Assn. 4 Ont. App. 203; Eddy v. Assn. 65 N. H. 27.

Benefit Societies—Provisions of the Constitution—Members Right to Sue.

Where the constitution of a beneficial society provides that members shall have the privilege of appealing to the officers of the Association before suing for benefits, if they so desire, the member has the option to appeal or not before bringing suit. But beneficiaries of such Order, who were never members, would not be affected by such a provision, even if obligatory upon members.

Dobson v. Hall and The Knights of Mystic Chain, Penna. Dist. C., June, 1894.

Note. A provision of an association declaring that all controversies as to the liability of the association for any claim made against it by those claiming to be the beneficiaries of deceased members shall be submitted to a board of arbitration, the decision of a majority thereof being final and conclusive, unless reversed by the action of the grand body, and providing how appeals may be taken, is intended to cover the whole subject and intended to deny claimants any recourse to courts of law. When individuals unite to form a voluntary association, and adopt a constitution and by-laws, the relation which exists between the members is one of contract, and the constitution and by-laws form the terms of the agreement. Such agreement is valid and binding upon them, so long as it is not in contravention of the law of the land or of public policy. Provisions, however, creating a tribunal with power to adjudicate upon all the property rights of members or beneficiaries by virtue of membership, such provisions would have no more effect than a revocable agreement to submit to an award, for otherwise, any attempt to oust the jurisdiction of courts will not be tolerated, for they alone have judicial power to whom all may appeal for justice and hearing. Such societies have no power to create judicial boards and deny the right of appeal therefrom.

See Bacon Ben. Soc., Sec. 123; Whitney v. Assn. 54 N. W. R. 184, and Crosby v. Assn. 27 Fed. R. 30.

Beneficial Organizations—Pennsylvania Act—Action on Certificate—Evidence—By-Laws.

1. A beneficial association is not an insurance company within the meaning of the Act of May

11, 1881, and supplemental Act, June 1883, which provides for the formation of corporations "to insure lives on the assessment plan."

2. In an action against such association on a mortuary certificate, it is competent for the defendant association to give in evidence the by-laws of the association, followed by proof of such a failure to comply with them as would make the certificate void, notwithstanding that the by-laws were not attached to the contract sued or under the within named act.

Donlevy v. Supreme Order Shield of Honor, Phila. C. P., June, 1894.

Insurance Certificate—Limitation of Time to Sue—Waiver—Estoppel—New Promise.

Where a mutual accident insurance company, before the expiration of the period limited by the policy to bring suit, or afterwards, has, by its conduct and promises to pay, misled the beneficiary named in the policy, and caused her to expend time, labor and money in prosecuting her claim, will be estopped from setting up as a defense the failure to bring suit within the time limited by the certificate.

Further, a clear, distinct and unequivocal promise to pay, made after the expiration of the time limited in the policy for the bringing of suit, amounts to a new promise for a valuable consideration, and is enforceable.

Harold v. People's Mut., etc., Ins. Co., Penn. C. P. C., 3d Dist., R. 503.

Benefit—To Whom Payable—Death of Beneficiary.

Held, under construction of the laws of the order, which provided that in the event of death of a beneficiary selected by a member before the decease of such member, if he should make no other disposition thereof, the benefit should be paid to the heirs of the deceased member. Therefore, a benefit certificate made payable to the wife of a member who survived her, and who died intestate without children, leaving brothers and sisters, and without changing the original certificate, is payable to them (next of kin) and not subject to the payment of his debts. And it is not material whether the certificate was issued by a foreign or domestic corporation. An administrator having collected such benefit, cannot apply it to the payment of debts.

Estate of Beyer v. Knights of Honor. Ohio Prob. C., 1 Goebel 241.



"Without Due Process" is the title of a book written by Brother S. E. Farnham, of Division 117. The careers of several railway employes are woven ingeniously into a story of life, love and adventure with a special effort to show the far reaching, cruel and distressing effects of the inhuman practice, on the part of an official, of preventing a man from earning an honest living, by using official influence to prevent his employment by others, out of spite for real or fancied wrongs. Read it.

Trains have been running all the past summer on the Pennsylvania & Reading Railroad between Philadelphia and Atlantic City and return, which were the fastest trains ever run regularly on any railroad. The trains were not of the two or three car variety which is generally arranged for fast runs, but were composed of six or seven heavily loaded cars, the average weight of trains being 411.7 tons. During the month of August these trains were run every day by engine "694," a four cylinder compound of the Vaucrain type. The average speed from start to stoppage for the whole month was 59.1 miles per hour.—*Locomotive Engineering*.

At the end of 1892 there were 20,325 miles of railroad open for traffic in the United Kingdom. In England and Wales alone, where the railroads are the thickest, there were 14,242 miles. In the United States there were about 172,000 miles of completed railroad at the end of the same year, and statistics of working were reported for a little less than 171,000. Actually, then, we have nearly nine times as many miles of railroad as the United Kingdom. But we are nearly twenty-five times as big (leaving out Alaska), and proportionately to area the United Kingdom has three times as much railroad as we have. Proportionately to population, however, our supply is greater; each inhabitant here has five times as much railroad as an Englishman has. Were we to compare limited and thickly peopled regions the proportions would be somewhat different.—*From "English*

Railroad Methods," by Col. H. G. Prout, in the November Scribner.

After five years of labor, with the help of 247 editors, and the enormous expenditure of nearly one million dollars, the Funk & Wagnalls Company announce that the last page of the second, the concluding, volume of the new Standard Dictionary, is now in type. This volume will be ready for delivery in November. The hearty reception extended it by the literary public in England is one of the literary surprises of the year. The sales of the new Standard Dictionary are phenomenal. The publishers have a mathematician who has figured out that if the copies required to fill the advance orders were laid one on top of the other, the stack would be over three miles high, and laid end to end would make a path over fifteen miles in length. A general agent in Michigan startled the publishers of the new Standard Dictionary by an order for two car loads—43,000 pounds—of dictionaries, to be sent as soon as Volume II is ready.

"The life of a Chinese woman must be something in the nature of an affliction. She is of little value, save as a worker. Young girls are seldom educated, and those of the lower classes are not infrequently sold as slaves to married men and families. As in Japan, the marriages are managed by a go-between. The betrothals are sometimes made when the pair are infants. They do not see each other until the marriage ceremony is performed. The wife, in higher class circles, leads a life of seclusion, never going anywhere, doing her husband's every bidding without question. Yet they are quite industrious. In form, face and costume, they are not pleasing. Their long, baggy trousers, long gown and stumpy feet, would be sufficient to make a guy of any woman, to say nothing of a woman possessing the additional advantages of a complexion like an ancient lemon's and features which look as if they had been shaped in the dark with a rusty axe."—"Lenz's World Tour Awheel," *Outing for November*.

The November number of *The Cosmopolitan* presents even more than its usual list of attractions to the reader. Among the articles that must appeal to the wider reading will be found "The Chiefs of the American Press," a well considered review of the lives and works of several of the men who have placed the American newspaper in the van of the world; a thoughtful dissertation upon "Public Control of Urban Transit," by Sylvester Baxter, and Wm. I. Fletcher on "The Public Library Movement." "In the World of Art and Letters" and "The Progress of Science" are filled to overflowing with up-to date discussions of topics in their peculiar fields, making the two departments among the most interesting as well as the most valuable of the book. Both poetry and fiction are well represented, and the multiplicity of admirable illustrations adorning almost every page rounds out what must be considered as one of the best numbers of this popular magazine for the year.

With the November number *The Arena* concludes its tenth volume, and it gives promise of even greater achievement and prosperity for the coming year than in the past. A glance at the index for the past six months shows what an immense amount of reading on all subjects is afforded in one volume of this live and progressive review. The opening paper in this issue, which contains 164 pages of reading matter, more than any other American monthly, deals with "The Religion of Emerson." It is written by W. H. Savage, and it will attract the attention of all lovers of the grand old Concord philosopher. Kuma Oishi, A. M., Ph. D., a well-known Japanese scholar, educated in the United States and England, writes on "The Causes which Led to the War in the East." Congressman John Davis contributes a paper called "The New Slavery." A student of occultism considers and criticises the Thibetan papers of Dr. Hensoldt, under the caption of "The Brotherhood of India." Catherine H. Spence, the Australian, whose lectures on proportional representation aroused so much interest this year, writes on "Effective Voting the Only Effective Moralizer of Politics." W. L. Garver describes the Freeland University. Thomas E. Will, A. M., has a live and certainly timely subject in "Political Corruption; its Methods and How to Defeat it." Walter Blackburn Harte, who has been engaged to write a series of end-papers after the fashion of Harper's "Editor's Study" and the "Point of View," winds up a number of solid worth and timeliness with a good

laugh in a humorous essay called "The Advent of the Young Man."

McClure's Magazine for November opens the promised Napoleon series with fifteen portraits of Napoleon in early manhood, most of them reproductions of famous paintings, and portraits of his father and mother, and other persons closely related to or intimately associated with him, accompanying an interesting account by Miss Ida M. Tarbell, of his career down to the time he assumed command of the army in Italy. The portraits are from a very large and carefully chosen collection made by the Hon. Gardiner G. Hubbard, and Mr. Hubbard himself introduces them with a valuable letter describing the classification and varying merits of the existing portraits of Napoleon. If the succeeding parts of the series maintain the high level of this one—and there is every reason to believe that they will, for the editors announce that they have a hundred and fifty notable Napoleon pictures yet to present—the series must make, as a whole, one of the most attractive products thus far of the recent Napoleon revival. In this number is presented also the first of a series of true detective stories, derived, by permission, from the official records of the Pinkerton detective bureau. It is the breathless story of the discovery and frustration, by Allan Pinkerton, of the plot to assassinate President Lincoln as he passed through Baltimore, on the way to Washington for his first inauguration. Interesting portraits of Lincoln and Allan Pinkerton, one of the Lincoln portraits being from an early daguerreotype never before published, accompany the article. There are also four excellent short stories, all of them illustrated; one by Conan Doyle, one by Robert Barr, one by Charles F. Lummis, and one by Anna Robeson Brown.

The Great Divide is one of the most original of American publications, and it is distinctively American in every feature. It occupies a new field and does it so well that it has readers in every portion of the continent. It is beautifully printed and illustrated, and is full of interesting reading matter from cover to cover. Its publishers claim for it the unique distinction of being the organ of the "kickers," and invite all to join that great family and help it to remedy existing evils by pen and picture. It has already met with splendid success, but no more than its genius and enterprise should command, and the present is undoubtedly no more than the beginning of a great future.



ORGANIZATION AN INHERENT RIGHT.

The contest between the Philadelphia & Reading Railroad Company and those of its men who are members of the Brotherhood of Railroad Trainmen, of which mention is made elsewhere in this issue, called forth an expression of opinion from Attorney General Olney in the shape of a letter to Judge Dallas of the United States Circuit Court at Philadelphia, before whom the case is still pending. This contest opened on the 15th of August last when General Superintendent Sweigard of the road in question called eleven of the Trainmen before him and gave them notice that they must either give up their membership in their association or quit the service of the road. Grand Master Wilkinson took up the matter and on September 15 addressed a letter of remonstrance to the receivers, urging them to repudiate the policy announced by Mr. Sweigard. Two days later the receivers sent him a reply of which the substance was as follows: "The policy of this company is well known to be that it will not consent that persons in its service shall owe allegiance to other organizations which may make claims upon them which are incompatible with their duties to their employers. This position was taken advisedly and we have no intention of departing from it."

The questions at issue were then taken before Judge Dallas, by whom the receivers had been appointed, in order to secure a reversal of this policy. Counsel for the petitioning trainmen presented their case fully and with ability, the chief points in their argument being: Associations for mutual protection and relief of the character of the association to which the petitioners belong have been expressly legalized and sanctioned by both State and Federal legislation, while the action of the receivers would be a criminal offence in Massachusetts, New York, Ohio, Indiana, Illinois, California and other states as well as in Great Britain. The receivers being the officers of the court, and their policy being the policy of the court, the question presented to the court for

decision is whether a Federal court, sitting in equity, shall deliberately adopt and give its official sanction to a policy that is so generally regarded as a violation of the criminal law.

It was during the progress of this argument that the letter by Attorney General Olney was presented, it having been adopted by counsel for petitioners as a portion of their argument. The questions involved in this controversy are vital and for that reason the opinion of the Attorney General is of interest and should be given a thoughtful reading by every member of every labor organization in the country. The following is the full text of the letter:

ATTORNEY GENERAL OLNEY ON ORGANIZATION

"Circuit Court of the United States, District of Pennsylvania, in equity. Thomas C. Platt vs. the Philadelphia and Reading Railroad Company, et al. Suggestions respecting questions raised by petitions of Hickey Reilly and other members of the Board of Railway Trainmen.

"The pendency of this petition having been incidentally brought to my attention the issues raised impressed me as of great gravity and importance, not only as between the parties immediately concerned, but as regards the country at large. In that view—in which I could not doubt the Court would share—it seemed to me that the Court would not object to a brief discussion of the case from a public point of view merely and uninfluenced by the wishes and interests of the particular litigants before it. Upon this suggestion being made to the Court it was at once cordially assented to. The considerations following, therefore, are submitted by me as *amicus curiae* merely and by express leave of the Court.

"1. The material facts may be briefly stated. The petitioners are members of the Brotherhood of Railroad Trainmen. Some of them have been members for seven or eight years; have each year paid annual dues and assessments, which now amount to considerable sums of money, and, by continuing their membership, will, in case of death or permanent disability, become entitled by themselves or their representatives to large pecuniary payments from the funds of the Brotherhood. On the other hand, by ceasing to be members, they lose all benefit from the assessments and dues already paid and forfeit all claim upon the Brotherhood treasury.

"The constitution and rules of the Brotherhood and the subordinate lodges are before the Court as part of the petition. No controversy or antagonism has ever arisen or existed between the Reading Railroad and the Brotherhood or any of its lodges, or between the Reading Railroad and any members of the Brotherhood as such members. If, as is claimed, the Reading Railroad has for some years adopted the rule that it would not have in its service any member of a labor organization, it is a rule which has not been uniformly nor invariably acted upon, since there has been a Philadelphia lodge of the Brotherhood on the Reading line for nearly eight years, and its existence cannot have been unknown to the Reading officials. What has now happened and what has led to the present petition is this: The Reading receivers have notified the

members of the Brotherhood on its line that unless they cease to be such members they will be discharged from their present employment on or before October 8th. The receivers make no complaint of the manner in which the Brotherhood employees discharge their respective duties. The notice has been given simply because of such employees' membership of the Brotherhood as is conclusively shown by the following telegram received by Grand Master Wilkinson in reply to his remonstrance against the course proposed to be taken: "The policy of this company is well known to be that it will not consent that persons in its service shall owe allegiance to other organizations which may make claims upon them which are incompatible with their duties to their employers. This position was taken advisedly, and we have no intention of departing from it. [Signed] Joseph S. Harris, President, and Receivers." Thus, if the Receivers are right and their rule is to prevail, membership of the Brotherhood by and of itself incapacitates for service on the Reading Railroad. It is respectfully submitted that the Receivers are wrong, and that the action proposed by them ought not to be sanctioned by the Court.

"2. It will help to make plain the precise question before the Court to note the opening words of the telegram just quoted: 'The policy of the company is well known to be,' etc., etc. Mr. Harris, who signs the telegram both as President and Receiver, evidently forgets that the company is no longer in control; that it can have no present policy on the subject, and that what its past policy was is of slight consequence.

"The Reading Railroad being now in the hands of Receivers, the Receivers and all the employees of the company are officers of the Court. The Court, therefore, and not the company, is the employer of all the persons engaged in the operation of the road. The present policy of the Court, and not the past policy of the company, is the material thing to be considered. And hence, the precise question is, will the Court now lay down the rule that members of the Brotherhood of Trainmen shall, because they are such members, be discharged from the service of the road?

"3. The Court, it is submitted, ought not and cannot lay down any such rule on the ground that either the purposes and objects of the Brotherhood, or the means by which they are to be attained, are shown to be illegal.

"First. The general purposes and objects of the Brotherhood are stated in the preamble to the constitution, as follows: 'To unite the railroad trainmen; to promote their general welfare and advance their interest, social, moral and intellectual; to protect their families by the exercise of a systematic benevolence, very needful in a calling so hazardous as ours, this fraternity has been organized.

"Persuaded that it is for the interest both of our members and their employers that a good understanding should at all times exist between the two, it will be the constant endeavor of this organization to establish mutual confidence and create and maintain harmonious relations.

"Such are the end and purposes of the Brotherhood of Railroad Trainmen."

"Certainly, these objects must be regarded as laudable in the highest degree and as deserving the approbation and support of every good citizen. They are, indeed, practically the same as those for which working people are expressly authorized to incorporate themselves by act of Congress—the statutory description of such objects being 'for the purpose of aiding its members to become more skillful and efficient workers, the promotion of their general intelligence, the elevation of their character, the regulation of their wages and their hours and conditions of labor, the protection of their individual rights in the prosecution of their trades, the raising of funds for the benefit of sick, disabled or unemployed members, or the families of deceased members, or for such other object or objects for which working people may lawfully combine, having in view their mutual protection or benefit.'

"Second. If the means to these praiseworthy ends be now examined there is nothing in them to which the most captious critic can object except the provisions made for strikes.

"It is well to note that even these provisions are of an eminently conservative character—the great care is taken to guard against the abuse of a weapon which is a two-edged sword and generally proves as damaging to those who use it as to those against whom it is used.

"Thus, by the Brotherhood constitution and rules, a strike does not take effect until approved, first, by the Local Grievance Committee; second, by the General Grievance Committee; third, by a Board of Adjustment, and, fourth, by the Grand Master, with the consent of two-thirds of the members involved—while striking or inciting to strike except in accordance with the above rules is punished by expulsion from the Brotherhood.

"Third. Nevertheless, among the means of accomplishing the ends of the Brotherhood is the bringing

about of a 'strike.' As to what a 'strike' is is not defined by the Brotherhood constitution and rules; its precise nature must be determined by the Court, and, as the Brotherhood is entitled to the ordinary presumption of lawfulness for its methods as well as its objects until the contrary is shown, the Court will hold the thing termed 'strike' in the Brotherhood constitution and rules to be something lawful, unless there cannot be such a thing as a lawful 'strike.'

"Fourth. But whatever may be the customary or probable incidents or accompaniments of a strike, it cannot be ruled that there is no such a thing as a legal strike—that every strike must be unlawful.

"The necessary elements of a strike are only three—(1) the quitting of work, (2) by concert between two or more, (3) simultaneously—and in and of themselves involve no taint of illegality.

"A strike becomes illegal when to these necessary features are added others, such as malicious intent, followed by actual injury, intimidation, violence, the creation of a public nuisance, or a breach of the peace of any sort.

"Fifth. But it is unnecessary to elaborate the proposition that a strike is not necessarily unlawful, since it is emphatically sustained by the recent decision of the Circuit Court of Appeals in *Farmers' Loan and Trust Company against the Northern Pacific Railroad Company*, just decided in Chicago. And it is hardly necessary to point out that the attendant circumstances, which only too often make strikes unlawful, are none of them provided for by the Brotherhood constitution and rules, and cannot therefore be assumed to be necessary incidents to any strike occurring pursuant to them.

"If the rule that a member of the Brotherhood of Railroad Trainmen shall not work on the Reading road cannot be justified because of anything inherently unlawful in the constitution and rules of the Brotherhood, the only remaining ground on which it can be defended is that of business expediency.

"That question is presented because, in operating the Reading Railroad so as to secure the best results for the public and all private parties interested, the Court is unhampered by any statutory provision and has all the liberty of choice belonging to employers generally.

"It is conceivable, therefore, though the spectacle would be a curious one, that a court of the United States may, on business grounds, refuse employment to persons for no other reason than their membership of an association whose purposes the laws of the United States expressly sanction.

"It is conceivable also that a court of the United States, also on business grounds, may attach to employment by its Receivers a condition which employers of labor generally in very many States of the Union are prohibited from imposing under penalty of fine and imprisonment.

"But it is safe to say that the considerations of business policy impel the Court to the course suggested should be of the clearest and most cogent character, and that the question presented is one which the Court will recognize as of the greatest interest and importance.

"It involves the right of labor to organize for the settlement of differences between it and capital, whose right to organize is apparently not denied.

"How the ordinary employer of labor may answer such a question, whether mistakenly or otherwise, is of comparatively little consequence.

"But, when the Court is the employer, any mistaken decision may work infinite mischief, both because until corrected it lays down a rule of action for other like cases, and because, so far as the mistake is recognized, it impairs the confidence of either the employer or the employed or both in the impartiality or capacity of the judiciary.

"In considering the question of the business expediency of the employment of Brotherhood men, such objection as there is to it must arise from the fact that, under its constitution and rules, the employees may engage in a strike, with all the natural and possible incidents and consequences. It can hardly be denied that otherwise the Brotherhood organization is not only not objectionable, but is salutary in its operation, both as regards the employers and the employed. It is the strike feature, and that alone, which, from a business point of view, can induce the Court to brand the Brotherhood as unfit for its service. It is submitted that that feature should not be allowed to have that effect for various reasons.

"It should be remembered, in the first place, that the risks of a strike are not obviated by excluding the members of the Brotherhood from the Receivers' service. Men deeming themselves aggrieved and seeking relief or redress, though not associated in any formal way or for any general purpose, may easily unite for the single purpose of a strike. In that view the Brotherhood constitution and rules may well be regarded as operating in restraint of strikes. By compelling the question of a strike or no strike to be acted upon affirmatively by four or five differ-

ent and independent tribunals, they certainly tend to prohibit a strike that is rash or reckless, or for other than weighty cause. Let it be borne in mind in the same connection that when a railroad or any other business concern is operated by Receivers, the violence and lawlessness and other abuses of a strike are both less likely to develop than in other cases, and, if developed, are much more readily dealt with. Employees, who understand they are officers of the Court, will be slow to antagonize its authority, and if they do can be summarily controlled and punished through the process of contempt.

"While, therefore, under the circumstances of the present case, the possible evils of a strike would seem to be minimized, it should not be forgotten, in the second place, that the Receivers' proposed remedy, to-wit, a rule excluding or discharging from service any or all members of the Brotherhood, is itself open to serious objections and disadvantages. The best service is not to be expected from employees who smart under a sense of injustice and are in a chronic state of discontent. Yet such is the inevitable condition of employees whose right to organize for mutual protection and benefit is attacked, and whose opportunity to labor is conditioned upon the sacrifice of that right. They cannot help noting that organized capital is not so restricted. And, when treatment so apparently unfair and discriminating is administered through the instrumentality of a Court, the resulting discontent and resentment of employees are inevitably intensified, believing the law itself to have got wrong and in some unaccountable manner to have taken sides against them.

"Thus, the mischiefs apprehended from membership of the Brotherhood by the Receivers' employees lie wholly in the future and are as small as is possible in the nature of things; while the mischiefs to arise from enforcing the Receivers' proposed rule are real and immediate. Whether and how far they may be regarded as offsetting one another need not be discussed. The rejection of the proposed rule may reasonably be expected to be attended with such substantial advantages that the Court can hardly hesitate as to the course which sound business policy dictates.

"To begin with, not the least of such advantages is the avoidance of the necessarily invidious, if not illegal, position, that a man shall go without work unless he will give up a legal right—a right he may properly deem essential to his safety and welfare.

"A correlative advantage is the conciliation of the employed through the full recognition of their rights and the clear indication of an honest purpose that no injustice to them is meditated.

"Another advantage is the practical proof thus given that the great social problem of the day and the phase it has now assumed are fully appreciated. Whatever else may remain for the future to determine, it must now be regarded as substantially settled that the mass of wage-earners can no longer be dealt with by capital as so many isolated units. The time has passed when the individual workman is called upon to pit his feeble single strength against the might of organized capital. Organized labor now confronts organized capital. They are best off when friends, but are inevitably often at variance. As antagonists neither can afford to despise the other, and the burning question of modern times is: How shall the ever recurring controversies between them be adjusted and terminated? If the combatants are left to fight out their battles between themselves by the ordinary agencies, nothing is more certain than that each will inflict incalculable injury upon the other, while whichever may triumph will have won a victory only less disastrous and less regrettable than defeat.

"No better mode for the settlement of contests between

capital and labor has yet been devised or tried than arbitration, and another and crowning advantage of the course of action here advocated is that arbitration as the mode of settling differences between capital and labor must necessarily be applied in the course of the Receivership and arbitration in its best and most effective form. The Court, by appointing Receivers, constitutes itself not only an employer of labor, but the arbitrator of all disputes between it and the Receivers, who may justly be regarded as representatives of capital. It occupies the dual capacity of employer and arbitrator, naturally and inevitably. It is an arbitrator whose wisdom and impartiality are—certainly should be and must be assumed to be—beyond suspicion. It is an arbitrator capable of acting rapidly and summarily, if need be, and invested with power to enforce its own awards. It is an arbitrator with whom both parties have reason to be satisfied, both from its character and its ability to make its awards effective, and might well be expected to furnish, should circumstances permit or require a conspicuous object lesson illustrative of the value of the arbitration principle.

"In short, the question being whether business policy requires the Court to approve the rule that a member of the Brotherhood of Railroad Trainmen is *ipso facto* ineligible as an employee of the Receivers of the Reading Railroad and officers of the Court, the conclusive considerations against the rule may be summed up as follows:

"1. The rule is of doubtful value as a prevention of strikes, because it leaves employees to act upon impulse and from passion, and freed from the restraints of the Brotherhood regulations.

"2. The rule is of doubtful value when the Court is the real employer, both from the reluctance of the employed to defy the Court's authority and from the power of the latter to speedily and summarily vindicate it.

"3. The rule is of positively injurious tendency in the disaffection and discontent engendered among employees by the denial to them of rights enjoyed by citizens generally and deemed necessary for their security and comfort.

"4. The repudiation of the rule, on the other hand, has the positive merit (A) of tending to secure for the service the good will of employees, and thus promoting its efficiency; (B) of recognizing the real conditions of the capital and labor problem and the fact that labor both has the right to organize and is organized; (C) of illustrating the working under the most favorable auspices of the principle of arbitration as the means of adjusting the differences between capital and labor; (D) of demonstrating that there is not one law for one class of the community and another for another, but the same for all, and of thus tending to preserve for the law and for the judiciary by which it is administered that general respect and confidence which have always been a marked characteristic as well as excellence of our institutions.

"RICHARD OLNEY."

In this connection we call the especial attention of our readers to the following recommendation made by the United States Strike Commission, in their report on the Chicago strike and given to the public but a few days since: "Contracts requiring men to agree not to join labor organizations or to leave them, as conditions of employment, should be made illegal, as is already done in some of our states."

Brother John Covert, of Division 103, will learn something to his advantage by writing to his secretary.

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Brothers A. C. Brownell and G. L. Owen have accepted agencies for the Travelers' Accident Insurance Company, with headquarters respectively at Ennis and Tyler, Texas.

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The wife of H. B. Pelham, late member of Division 108, inquires anxiously of his whereabouts. Any information sent her at Wooley, Washington, will be gratefully received.

Brother F. J. Dorsey has resigned from the Board of Trustees and the vacancy thus caused has been filled by the appointment of Brother W. C. Wright, of Brockville, Ontario.

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Michael W. Reynolds, of 394 Noble street, Chicago, Ill., is anxious to learn the present whereabouts of his brother, John J. Reynolds, a conductor, and former member of the Order

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Brother A. E. Lloyd, secretary and treasurer of Division 86, will be grateful if some Brother

will furnish him with the present address of J. L. Bailey, recently a member of that Division. Address him at 1115 Ayers street, Escanaba, Mich.

* *

The International Railroader, published semi-monthly at 1211 Masonic Temple, Chicago, Ill., has reduced its subscription price to fifty cents a year, and offers liberal premiums in the shape of books. Full information can be secured by writing them.

* *

Brothers T. Bullock, G. M. Gubernator, I. Killgore, J. W. Kanaley and T. O'Neil, of Division No. 53, should communicate at once with their Secretary, E. B. Kollert, as he has business matters of importance to arrange with them.

* *

There is no discounting the fact that *The Chicago Herald* is the cleanest, neatest and ablest edited newspaper in the west, if not in the United States. Its news service is unsurpassed, and its "scoops" its rivals in this respect as in all others. *The Herald* has a larger sale than any other Chicago paper.

* *

Brother John Noonan, of Division 13, will be glad to know the present address of his brother, D. L. Noonan, an old time conductor on the Northern Pacific. Any Brother possessing the desired information will confer a favor by addressing John Noonan, box 2, Y. M. C. A., St. Thomas, Ont.

* *

Assistant General Manager H. R. Nickerson, of the Mexican Central, has been appointed general manager of that road, with headquarters at the City of Mexico. The occasion for this promotion was the retiring of Mr. E. W. Jackson from the position of vice president and general manager which took effect on the 1st inst.

* *

On the 5th inst. Brother Wilkins organized a new Division at Martinsburg, W. Va., under number 223. The new Division starts off with a membership of thirty-one, all active and energetic workers for the good of the Order, and from present indications the prospect for a successful future are unusually bright.

* *

A close observer cannot fail to notice the rapidity with which *The Chicago Herald* has come into general circulation. Traveling men have, perhaps, better opportunities for observation in such matters than any other class, and they are

unanimous in declaring that *The Herald* has by far the largest circulation in the west of any Chicago daily.

* *

Mrs. F. W. Deitz, of 281½ First street, Portland, Oregon, is anxious to learn the present address of her husband, who left her last June to seek work in southern California. Any Brother having the desired information will confer a favor by writing to her at the address given.

* *

Our readers' attention is called to the new advertisement appearing in this issue of the Beethoven Piano & Organ Co. They make a fair and safe offer, and as the house is old and reliable, we think their proposition worthy of consideration.

* *

Attention is called to the unusual offer made by the Watch Department of the Homes & Hearths Co., New York, in this issue. We have seen the Calendar Watch advertisement, and believe it to be an excellent thing. Do not fail to read the advertisement, and avail yourself of the opportunity.

* *

Brother F. J. Kinkead, of Division 232, would be pleased to learn the present address of his brother, B. H. Kinkead, who was in St. Louis, Mo., when last heard from. Anyone possessing the desired information will confer a favor by communicating with the Brother at 234-236 Wisconsin street, Milwaukee, Wis., or with Mrs. Sarah Kinkead, 815 Wall street, Sioux City, Iowa.

* *

Ray Lee, a fourteen-year-old son of Brother A. D. Lee of 342, miraculously escaped being killed in the Rock Island wreck near Seymour, Iowa, on the 11th ult. The young gentleman was in charge of a valuable horse and was riding in a box car but a few cars back of the engine at the time the accident occurred. At first it was feared his injuries might prove fatal, but it is now stated that he will escape with a partial loss of hearing.

* *

Invitations have been received at this office to attend the wedding of Mr. William J. Holden and Miss Theresa O. Marionneaux, held at Plaquemine, La., October 16 last. Brother Holden is a zealous member of Division No. 108, and to him and his estimable bride THE CONDUCTOR extends heartfelt congratulations, hoping that their life together may be full of happiness and prosperity. They will be at home to their friends after the

20th inst., at 1539 Magazine St., New Orleans, La.

At a meeting of the Lake Shore & Michigan Southern directors, held in New York, October 30, Mr. D. W. Caldwell was chosen president of that road to succeed President John Newell, deceased. Mr. Caldwell retains his position as president of the New York, Chicago & St. Louis, which he has held since Oct. 1, 1887, and in which he has made an excellent reputation as an executive officer.

The editor wishes to acknowledge the receipt of invitations to the "reception and calico ball" to be given by the members of Division 54 on the evening of the 21st; to the "social assembly" to be given by Leeds Division on the evening of the 20th, and to the "eighth annual ball and concert" of Chapman Division No. 45 on the evening of the 25th inst.; and can but regret that press of official business makes it impossible for him to accept any of these hospitable offers.

A rather small man, short with dark hair and moustache and rather curly hair, representing himself as Bro. Frank Coppersmith of Div. 90, and exhibiting receipt in Bro. Coppersmith's name, which must have been stolen, and a rather large man with sandy hair and moustache, probably forty years of age, representing himself as Bro. Hartman of Div. 76, are endeavoring to impose upon members of the Order. They are frauds.

Friday, Oct. 26, was the eighteenth anniversary of the marriage of Brother G. W. Grantier and wife, and his Brother members of Division No. 9 made the occasion a memorable one to them. About sixty of the friends gathered at their pleasant Elmira home during the evening and the time was passed most pleasantly by all. The many good wishes extended this estimable couple on that occasion will find a ready response wherever they are known. May they live to see many more such happy anniversaries.

It is important that the members of our Order make arrangements as early as possible with their secretaries to report them as being entitled to THE CONDUCTOR for the coming year. All changes of address should be given at the same time. Those members who are now entitled to THE CONDUCTOR and are not receiving it, will do well to bear in mind that it is because they have not presented the matter properly to their secre-

taries or because we have not been furnished with their correct addresses.

Brother Harry Weston has been compelled, by the failure of his health, to leave railroad work for a time, and has undertaken the management of the Burlington Hotel, at Hot Springs, Ark. This house is nicely located, is comparatively new and fitted out with all the modern improvements, and under the direction of Brother Weston will be one of the best of its locality. Railroad men will find an especially warm welcome at his hands and it will be to their interest to patronize our Brother when visiting his city.

No library is complete without *Harper's Pictorial History of the Civil War*, and none of our readers can afford to miss an opportunity for securing it. It is published in portfolio form, bound in paper, and contains 800 pages 11½x16 inches, and more than 1,000 of the best illustrations that appeared in *Harper's Weekly* during the war. For \$3 25 we will send THE RAILWAY CONDUCTOR one year and deliver to you this volume post paid. For ten new subscribers at \$1.00 each, sent by one person, we will give the History free and post paid. Will quote prices on handsomely bound copies in one and two volumes.

The meeting of Switchmen, called to meet in Kansas City on the 22d ult., resulted in the organization of the Switchmen's Union of North America to take the place of the defunct S. M. A. A. The officers chosen were: D. D. Sweeney, of Jersey City, N. J., Grand Master; M. R. Conlon, of Kansas City, Kan., Vice Grand Master; James Dougherty, of St. Louis, Secretary and Treasurer; F. W. Wartinbee, of LaCrosse, Wis., Harry C. Nelson, Kansas City, and M. R. Welsh, Omaha, Neb., Grand Directors. Under its policy as announced through the daily papers the new Union will be strictly a class organization and its members will not be allowed to belong to other Orders having a mixed membership.

The attention of members of the Benefit Department is called to the fact that a number of times during our existence, and several times quite recently, the membership of members of the Department has been forfeited through the Division secretary neglecting to attend promptly to remittances which the members have delegated him to attend to. Members should distinctly understand that they alone are responsible for any failure on the part of any agent whom they

appoint. The Department's laws and practices all contemplate each member attending to his own remittances and the Department accepts no responsibility for neglect on the part of secretaries or others.

"Boys' and Girls' New Pictorial Library of Prose, Poetry and Art" is a book that appeals directly to the young people. It is filled with articles on travel, adventure, history, biography, etc., by eminent authors, making, with all its other departments, a perfect compendium of instructive and pleasure-giving reading. It is elegantly bound in red silk cloth and contains 132 fine illustrations, forty-one full page engravings and twenty-four full page illustrations in colors. The regular price of this work is \$1.75, but by special arrangement with the publishers we are enabled to offer it, together with THE RAILWAY CONDUCTOR for one year, for that price. For four new subscribers to THE CONDUCTOR at \$1.00 each, sent by one person, we will give this handsome book free, in both instances it being delivered prepaid by express. We can make it an object for you to secure us some subscribers.

We wish our readers to give particular consideration to the advertisements that appear for the first time with this issue. We should not forget that wise doctrine of patronizing those that patronize us. Among the new advertisements there will be found that of the Reliable Incubator & Brooder Co., which is familiar to our readers as being a concern that merits the name reliable. M. M. Buck & Co. present their high grade lanterns from plainest to highest finish; this will be read with special interest by our brother conductors. The famous old watch manufacturers, the Elgin National Watch Co., offer a new watch especially designed for conductors. The Beethoven Piano & Organ Co. will be found noted elsewhere on these pages. Homes & Hearths Co. offer special holiday bargains in watches, which should be taken advantage of during the approaching Christmas tide.

The members of Division 43 are disposed to contest with 48 the honor of having the oldest conductor on the continent in active service, as will be seen by the following note from Brother M. N. Goss: "I notice in the October number of THE CONDUCTOR that Division 48 claims to have the oldest conductor on this continent in actual service. I am obliged to contest their claim in behalf of Division 40. We have a member of this Division who began railroading when a lad

and who is now seventy-six years of age. Brother Henry Finehout is the gentleman in question and he is in service as a passenger conductor on the C., St. P., M. & O. R. R. (Northwestern System.) He is known to almost every conductor in the northwest and is as active as the majority of those who are his junior by twenty years. He never loses any time and is good for another ten years unless disabled by accident."

The home of Bro. A. B. Youngson, Assistant Grand Chief of the Brotherhood of Locomotive Engineers, has been desolated by the death of his beloved wife. Mrs. Youngson was possessed in a rare degree of those womanly graces which make the model wife and mother and which made friends of all who knew her. Her sweet and enduring patience under the sufferings which preceded the last rest was but characteristic of the life that had been full of forgetfulness of self and of loving kindnesses for others and brought her nearer, if that were possible, to all whose lives had been crowned by her love. The blow of her death was an especially severe one to Brother Youngson and in his sorrow he will have the tenderest sympathy, not only of those who were bound by the closer ties of relationship and affection, but of that vast army of friends, members of which are to be found in almost every community in the land. The funeral was held from the home in Meadville, Pa., and was attended by all of the grand officers of the B. of L. E. Some measure of the high estimation in which the departed had been held was shown by the profusion of beautiful floral offerings from the Brotherhood and its officers and from other friends.

Samuel Gompers, president of the American Federation of Labor, has issued a circular announcing the fourteenth annual convention of that body. The Old Chamber of Commerce, 14th and Lawrence streets, Denver, Colo., has been secured for the occasion and the convention will be called to order therein at 10 o'clock a. m., December 10 next. Representation in this convention will be upon the following basis: International and National unions with less than 4,000 members, one delegate; 4,000 members or more, two delegates; 8,000 members or more, three delegates; 16,000 members or more, four delegates, and so on. Local, trade or federal labor unions, state federations, central labor unions, trades assemblies or trades councils, one delegate each. All organizations, to be entitled to representation must have a certificate of affiliation at

least thirty days before the date upon which the convention is to be held, and delegates must be chosen at least two weeks before that time. A large attendance and enthusiastic and profitable sessions are confidently expected. Among the questions to be brought up for discussion, according to this circular, will be: the right of labor to organize for protection and the decisions of the judiciary thereon; improper use of the federal troops; relief from the effects of the financial crisis; legislation and the union of all the forces of labor. The Denver unions are preparing to give their guests a fitting reception and all present indications point to the complete success of the gathering.

* *

Salem G. Worden, a member of the A. R. U., was found guilty of murder in the first degree by the court at Woodland, California, last Friday. Worden was charged with having assisted in wrecking a Southern Pacific train in July last, whereby Engineer Clarke and four United States soldiers were killed. His trial has been a long one, and the proof must have been conclusive against him, as the jury returning the verdict made no recommendation for a modification of the penalty, death or life imprisonment. The crime of which this man stands convicted, was one of the most heinous in the history of the country, and it would seem impossible that men could be found so lost to every instinct of humanity as to engage in such undertakings. In every instance of such cowardly assassination, every possible means should be employed in running down the perpetrators and bringing them to speedy and certain justice. Something of the odium for all such crimes attaches itself to railroad men generally, and they should take such a stand and render such aid as would place the guilt where it of right belongs, and make it impossible for them to again be burdened with the responsibility for acts which they deplore as deeply as anyone can. There are still others to be tried for this same crime, and all will hope that, if they are guilty, they may speedily be brought to pay the just penalty for what was at best a cowardly and cold-blooded murder.

* *

A decision was recently rendered in the Circuit Court at Rock Island, Ill., that will be found of special interest to all fraternal insurance orders and their members. From the published accounts of the case it appears that Albinus Brasher took out a certificate of insurance for \$2,000 in the Home Forum Benefit Order, being a member

of the local forum at Milan, Ill. This order is organized and chartered in Illinois, its principal offices being in Chicago, and it is conducted on the assessment plan. After Mr. Brasher had been a member more than a year he failed to pay three assessments which were levied between the months of August and December, 1893. He was taken sick on November 30 of that year and during that sickness and while his life was despaired of his friends tendered to the local treasurer of the order the amount of the three assessments then past due, the rules requiring each assessment to be paid within 30 days after notice. On December 6 the treasurer accepted the payment of these assessments and receipted therefor, not knowing that Mr. Brasher was ill and his life in danger at the time. Six days after Mr. Brasher died and the treasurer at once returned the money and took up his receipts. The case was hotly contested in the courts and after a full hearing Judge Glenn instructed the jury to find for the defense. He held that the certificate of membership proved on its face that it was issued on the general condition that the member should comply with the by-laws of the order, that the benefit assessments should be paid within thirty days from date of notice, and if not so paid the certificate would be null and void. The judge held that this constituted a continuing liability and not a specific contract, except as the continuing liabilities were discharged at the time provided for in the conditions of the certificate and the by-laws; and that a failure to pay and thereby discharge the continuing liabilities, as required by the laws of the order, forfeited all rights under such membership. He instructed the jury to find for the order and the verdict was so returned.

—•—

Workingmen are accused of being unreasonable and averse to their employers. After reading of the general intentions of the Carnegies, Sweigarts and other miscarriages of industrialism, it is no wonder that men advise each other to be strong enough to wipe out the disgrace forced on them by the plutocrats who know no law but force. Pennsylvania can furnish a record of oppression and degradation that would put to shame the atrocities of the dark continent. We send missionaries there to teach the benighted heathen the way of peace and truth. Why not send a whole flock to our own heathen kings?—*Railroad Trainmen's Journal*.

The engines of the Lehigh Valley are to be painted black, excepting the number and the words, Lehigh Valley. A very proper performance, and right in keeping with the ideas in general of the management and its very yellow administration. The Valley is certainly a symphony in black and yellow, and only awaits the advent of Archie McLeod to supply a deep blue tint to finish the dream of color. That young "Nappy" has some old Reading paint left over from his meteoric career, and will make good use of his brush in spreading it over the Valley if the directory will only give him a chance to use it from the general manager's chair.—*Railroad Trainmen's Journal*.

It is bad enough that in this country we have a part of the people working twelve or fourteen hours a day, while another part are tramping the highways vainly seeking work, but that we should allow strong and willing hands to be idle while little children fill the factories, is a disgrace to our civilization. The place, and the only place, for children under fourteen years of age, is in the school room or in the home. This question of child labor should receive the earnest attention of the laboring people until the evil is abolished. Wherever there are laws against it and penalties provided for offenders, the laboring people should see that they are rigidly enforced; and where these laws are not, some should be enacted.—*The Carpenter*.

Look for a moment at the brutal truth without blinking at its significance. Japan by two bloody battles has won in a month what would not have been accorded her by decades of peaceful progress. Till yesterday she was merely an Asiatic state with whom, if the British government did conclude a new treaty, it was done more from a readiness to humor the vanity of her rulers than as a formal recognition of her rank. To-day she is everywhere recognized as one of the great powers—possibly in Eastern seas the greatest power. The Japanese are no longer humored or bullied, ridiculed or petted. They command the homage of respect, the recognition of awe. For Japan has shown that she can fight and win. She has proved her capacity to wield the thunder-hammer of the modern Thor, her generals can maneuver many legions, her admirals can win naval battles; alike on land and sea she has smitten down with leaden hail and iron shell the hosts of her enemies. And at once all nations bow be-

fore the apparition of Japan militant, and admit with some dismay that a new and incalculable displacement of the centre of gravity, has taken place, and that all political calculations will have to be reconsidered in the presence of this new factor in the politics of the world. Was King Olaf then so far wrong when he chanted: Force rules the world. Has ruled it, will rule it. Meekness is weakness. Force is triumphant!

It may not be so in the long run, but within the limited horizon visible to the conductors of European newspapers it seems only too manifestly true, and that impression reinforces most inopportunistly all the forces which make for war in the world.—*Review of Reviews*.

A Belated Violet.

Very dark the autumn sky,

Dark the clouds that hurried by;

Very rough the autumn breeze

Shouting rudely to the trees.

Listening, frightened, pale, and cold,

Through the withered leaves and mold

Peer'd a violet all in dread—

"Where, oh, where is spring?" she said.

Sighed the trees, "Poor little thing!

She may call in vain for spring."

And the grasses whispered low,

"We must never let her know."

"What's this whispering?" roared the breeze.

"Hush! a violet!" sobbed the trees,

"Thinks it's spring—poor child; we fear

She will die if she should hear."

Softly stole the wind away,

Tenderly he murmured, "Stay!"

To a late thrush on the wing,

"Stay with her one day and sing."

Sang the thrush so sweet and clear

That the sun came out to hear,

And in answer to her song,

Beamed on violet all day long,

And the last leaves here and there

Fluttered with a spring-like air,

Then the violet raised her head—

"Spring has come at last!" she said.

Happy dreams had violet

All that night—but happier yet,

When the dawn came dark with snow,

Violet never woke to know.

—*Oliver Herford in St. Nicholas*

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Nov. 1; Expires Dec. 31, 1894.

Assessment No. 288 is for death of A. Crossan, Oct. 15, 1894.

BENEFITS PAID FROM SEPT. 21 TO OCT. 20, INCLUSIVE.

Ber. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV
738	\$3.000	Death	A. Bathurst	Accident	4424	C	115
739	3.000	Death	H. C. Oliver	Accident	2611	C	40
740	3.000	Death	A. B. Lawrence	Consumption	3508	C	112
741	2.000	Death	J. I. Dwyer	Consumption	412	B	254
742	3.000	Death	F. Tooley	Infl. Bowels	3441	C	171
743	1.000	Death	S. F. Dayoe	Pyrletis	3077	A	225
744	1.000	Dis.	P. J. Fitzpatrick	Loss of Leg	4721	A	171
745	2.000	Death	R. Hodges	Congestion	1018	B	32
746	1.000	Death	C. A. Gordon	Accident	3365	A	256
747	1.000	Death	R. Goggin	Accident	5084	A	68
748	3.000	Death	W. Fricker	Accident	2320	C	34
749	2.000	Death	T. K. Lemon	Consumption	371	B	212
750	2.000	Death	P. J. Callahan	Anemia	1419	B	59
751	3.000	Death	S. E. Wallace	Consumption	841	C	20

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,995; Series B, 2,736; Series C, 4,712; Series D, 359; Series E, 90. Amount of assessment No. 288, \$26,469; Total number of members 12,893.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to September 30, 1894.....	\$1,730.362 20
Received on Expense Assessments to September 30, 1894.....	25,995.00
Received on Applications, etc., to September 30, 1894	28,095.79
	\$1,784,452.99
Total amount of benefits paid to September 30, 1894.....	\$1,663,804.00
Total amount of expenses paid to September 30, 1894.....	62,884.71
Insurance cash on hand September 30, 1894.....	28,764.28
	\$1,784,452.99

EXPENSES PAID DURING SEPTEMBER.

Incidental, 10 cts.; Fees returned, \$2.00; Stationery and Printing, \$10.75; Salaries, \$380.00. Postage, \$130.00; Total, \$522.35.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 284 to Oct. 20.....	\$24,406.00
Received on Assessment No. 285 to Oct. 20.....	10,508.20
Received on Assessment No. 286 to Oct. 20.....	10,210.80
Received on Assessment No. 287 to Oct. 20.....	3,185.20

WM. P. DANIELS, Secretary



Stone.

For the first time in many years St. Albans Division, No. 24, O. R. C., has been called upon to mourn the loss of one of her members. On October 7 about forty members of this Division met at Malone, N. Y., to attend the funeral of Brother Henry Stone, who was killed at Ellenburg, N. Y., while discharging his duty as conductor. Brother Stone was a true and beloved member of our Order, a kind husband and father, and leaves a multitude of friends to mourn his loss, as was demonstrated by the very large attendance at his funeral.

Tannery.

Margie E., wife of Bro. Thad. Tannery, died at their home in Hornellsville, N. Y., December 19, 1893, after a brief illness. Mrs. Tannery was thought to be recovering, but death came so unexpectedly that Bro. Tannery was not at her side, he having left an hour previously on his trip. Mrs. Tannery was possessed of many womanly graces that endeared her to a wide circle of friends, who sincerely mourn her loss and sympathize deeply with the bereaved husband.

Tannyhill.

Peoria Division, No. 79, mourns the death of Brother H. C. Tannyhill, who departed this life on the 27th of October. Deceased was a worthy member of the Order, a kind and loving husband, and an upright and respected citizen. At a subsequent meeting of his Division resolutions were adopted expressing the sorrow of the members and their sympathy with the bereaved family.

McMahon.

At a recent meeting of Rochester Division resolutions were adopted expressing the grief of the members at the death of Bro. John McMahon, who died at the city of Corning, N. Y., September 26th last. Bro. McMahon was in every sense a worthy member of the Order and a true and loyal Brother. The deepest sympathy of the Order will be extended to the family of the departed Brother in their hour of sorrow.

Bathurst.

Brother A. Bathurst, of Division No. 115, was killed while in the performance of his duty on July 30 last. At the time of the accident Brother Bathurst was standing on an

empty flat car, and in attempting to fix the coupling, fell between the cars. One shoulder was crushed by the wheels, and when the train was stopped his body had also been caught. He was perfectly conscious when taken out, and lived three hours, exhibiting wonderful fortitude under his terrible sufferings. The body was taken to the home at Tomales, Cal., where the funeral was held August 1, under the auspices of the I. O. O. F. In the death of Brother Bathurst Division No. 115 loses an earnest and faithful worker, and the members a true friend and Brother. A devoted husband, his death was a terrible blow to his beloved wife, and all will sympathize with her in this great grief.

Sanders.

On the night of October 31 Bro. Andrew Sanders, of Division 96, was shot and killed while in charge of his train on the Chicago & Great Western Railroad, running through the suburbs of Chicago. Bro. Sanders was alone in his caboose at the time and was cleaning the globe of his lantern when a man entered the door and, presenting a revolver, demanded his money. Bro. Sanders hurled his lantern globe at his assailant and was feeling under the bench for a coupling pin when the robber fired three times with telling effect. One bullet lodged in the neck, severing the jugular vein, another bored a hole in his ear, and the third entered his breast. While in this helpless condition the thief took one hundred dollars in money and a watch from his pockets and then escaped from the train. Soon after Bro. Sanders was discovered by the train crew, lying helpless on the caboose floor and was taken to the Cook County Hospital, where he died at 1:30 that night. The remains were taken to Oswego, where the funeral was conducted by the members of Belknap Division, of which Bro. Sanders was a popular and honored member. His tragic death was a terrible shock to his loving wife, and the sympathy of all the Order will be extended to her in her overwhelming grief.

Norton.

Bro. C. H. Norton has been called upon to mourn the loss of his beloved wife. At a recent meeting of Division 4 resolutions were adopted conveying to the bereaved Brother and his daughter the sympathy of the members in their hour of supreme sorrow.

OBITUARY.

Thompson.

Bro. W. F. Thompson, of Division 230, was fatally injured while in the discharge of his duty as coupler in the Rome yard of the C. R. & C. R. R., on the night of the 24th ult. In attempting to make a coupling, Bro. Thompson stepped through the frame work of a track scales and was thrown under the wheels, receiving injuries that resulted in his death the next morning. In his death Division 230 loses a valued member and the Brothers an honored friend. A wife and three little children are left to mourn his loss, and to them will be extended the kindly sympathy of all. The funeral was held in Rome, Ga., October 26th, under the auspices of the O. R. C. and I. O. O. F., he having been an honored member of both organizations, and was largely attended.

Dixon.

Bro. C. A. Dixon, of Division 263, died Wednesday, September 19th last, after two weeks of suffering from typhoid fever. Three days after his death his sister, Miss Ida B. Dixon, also passed away, having been afflicted with the same disease. The Division sympathizes with the wife and parents in their double bereavement. The funeral was held on Friday, the 21st, and was largely attended, members of the Ladies' Auxiliary and of the Order being present in a body and the pall bearers being Brothers from several Divisions.

Wade.

Bro. M. Wade, Chief Conductor of Division 15, died at his home in Stratford, Ont., on Monday, Nov. 5th, after a brief illness. Bro. Wade had been out with his train the Saturday before and was apparently in his usual good health when he returned. Shortly after he was stricken down with pneumonia, which resulted fatally at 2:30 p. m. the following Monday. Bro. Wade was an able and zealous worker for the good of our Order, a loyal Brother and a good citizen. His death brought sorrow to all who had known him in life and the keenest sympathy of all is extended to his relatives and friends.

Braper.

George, the son of Bro. George B. Braper, of Division 1, died at his home September 27th last, after nine days of terrible suffering. He

was six years of age, a beautiful child, of loving disposition and a general favorite. The sympathy of all go out to the parents in their deep bereavement.

Crossan.

Bro. Arthur Crossan, secretary and treasurer of Division 338, was killed while working in the yards at Gate Center, Kas., on the 15th ult. Bro. Crossan was engaged in chaining coal cars, and in some way was caught between them, receiving the injuries which caused his death. The remains were sent to Panora, Iowa, in charge of Bro. Frank Kelly, for burial. The deceased was one of the most active and efficient workers in his Division and one of its most popular members. His death will leave a vacancy, both officially and socially, which will be exceedingly difficult to fill. The sincere sympathy of the entire Order will be extended to the grief stricken wife.

Johnson.

Died, at his late residence in Des Moines, Iowa, on September 4 last, Bro. O. T. Johnson, after a short illness of four days. Bro. Johnson was a native of Vermont, having been born there June 28, 1834. When still a young man he came west and served as engineer on the old Keokuk & Des Moines for a great many years. While here loss of hearing compelled him to take a passenger run and finally made it necessary for him to quit the railroad work altogether. Since that time he has been engaged in the insurance business in Des Moines. He was widely known and most highly esteemed and his death has left a vacancy in both social and fraternal circles that it will be difficult to fill. The sympathy of the entire Order will go out to his estimable wife in her hour of supreme sorrow.

Wallace.

Died Sept. 2nd, 1894, in Denver, Colo., after a protracted illness of consumption, Brother Samuel Eugene Wallace, a member of Garfield Division No. 20, O. R. C. Although Brother Wallace died far away from his home, his last hours were soothed by the presence of his mother and two sisters who accompanied him to Colorado in the vain search for health, and by the many kind and brotherly offices of the members of Division No. 44.

THE RAILWAY CONDUCTOR

VOL. XI.

CEDAR RAPIDS, IOWA, DEC., 1894.

NO. 12.



CONTRIBUTED.

WHY STATE GOVERNMENTS ARE MAINTAINED.

BY W. P. BORLAND.

A shrewd British observer, the Hon. James Bryce, remarks:

"It was generally believed in Europe, when the North triumphed over secession in 1865, that the federal system was virtually at an end. The legal authority of Congress and the President had been immensely developed during the struggle; a powerful army, flushed with victory, stood ready to enforce that authority; and there seemed reason to think that the South, which had fought so stubbornly, would have to be kept down during many years by military force. However, none of these apprehended results followed. The authority of the central government presently sank back within its former limits, some of the legislation based on the constitutional amendments which had extended it for certain purposes, being cut down by judicial decision. The army was disbanded; self-government was soon restored in the lately insurgent States, and the upshot of the years of civil war and reconstruction has been, while extinguishing the claim of State sovereignty, to replace the formerly admitted State rights upon a legal basis as firm as they ever occupied before. [At this moment State rights are not in question, nor has either party an interest in advocating the suppression of State action in any department of government. The conservatism of habit and well settled legal doctrine which would resist any such proposal, is very strong. State autonomy, as well as local government within each State, is prized by every class in the community, and bound up with the personal interest of those who feel that these comparatively limited spheres offer a scope to their ambition which a wider theatre might deny.]

"It is nevertheless impossible to ignore the growing strength of the centripetal and unifying forces. There is an increasing tendency to invoke congressional legislation to deal with matters, such as railroads, which cannot be adequately handled by state laws, or to remove divergencies, such as those in bankrupt laws and the law of marriage and divorce, which give rise to practical inconveniences. The advocates of such proposals as liquor prohibition and the restriction of the hours of labor, are more and more apt to carry their action to the federal sphere, while admitting that the federal constitution would need amendment in order to enable congress to effect what they desire. State patriotism, State rivalry, State vanity, are no doubt still conspicuous, yet the political interest felt in State governments is lighter than it was forty years ago, while national patriotism is warmer and more pervasive. The role of the State is socially and morally, if not legally, smaller now than it was then, and ambitious men look on a State legislature as little more than a stepping stone to congress."—*The American Commonwealth*, Vol. II, p. 693-4.

Let the reader pay particular attention to the portion of this quotation which I have enclosed in brackets; it furnishes the text for what I shall give later on as, in my opinion, the real and only reason for the maintenance of State governments.

Now, there is a want of uniformity in State legislation on matters which cannot fail to be of national interest, that gives rise to much inconvenience of a practical and very annoying character. The diversity in marriage and divorce laws, and the statutes of insolvency, need not be dwelt upon, as the want of uniformity in state legislation on these questions, has been sufficiently exploited as to render it a familiar topic for discussion from Maine to Oregon. The want of uniformity in State exemption laws, interest laws, laws regulating the property rights of married women, the law of limitations, of mortgages, deeds and wills, liens, etc., is also very great, and a source of much vexation at times; while, however it may have been in the past, there is now no good reason that can be assigned for a want of uniformity in the laws governing any of these subjects. In the matter of adulteration of food products, State action exhibits a want of uniformity in regulation which is sufficient to defeat the end sought, and legislation by the general government is apparently the only effective weapon for this evil. On one of the most vital moral questions that is attempted to be dealt with by legislation, the age at which a female is competent to freely consent to her own ruin, there is a bewil-

dering want of uniformity in state laws. That is a strange process of reasoning on a great moral question which makes a female of tender age competent to freely consent to her own ruin in one place, when possibly ten feet distant from there, across an imaginary state line, she is incompetent. The age of consent laws in some of our states are a disgrace to civilization; they need not be discussed further. In the matter of the public health in times of threatened epidemic, the conflicting quarantine regulations in the several states is a question of vital import to the health and safety of the people of the entire nation. We have recently had practical illustration of the conflict of such laws in the threatened small-pox epidemic in the states of Illinois and Michigan last summer, and in the cholera scare throughout the country two years ago. With reference to this matter, the Secretary of the Treasury's report for 1892 contains the following:

"State laws cannot properly control or direct the management of great quarantines where other states are interested. The quarantines of our seaboard are of equal interest to all our population. The whole country should have a voice in their ownership and management, and this can only be accomplished by such legislative action as will forbid the collection of quarantine fees by state or municipal authority, and which shall direct the assumption of all quarantine duties by the United States. This duty rests under the same authority as that under which laws relating to emigration are framed and executed."

In matters directly affecting the interests of workmen, the want of uniform state action renders much labor legislation a mere farce. Let a state pass laws forbidding convict labor, and its working citizens are benefited to no appreciable extent, for the reason that the products of convict labor may be shipped into the state which does not permit such labor, from all those states which do permit it, and the competition of the products of convict with free labor products—which is the thing sought to be avoided by state legislation—is as effective as ever. The incapacity of the states to afford relief in such matters as this, is recognized to the extent that the friends of labor have attempted to carry their action to the federal sphere. In the 53rd congress bills were introduced, "To regulate the sale and transportation of prison made goods," and "For the protection of honest industries from unjust and ruinous competition of convict made goods transported from one state or territory into another." There is, of course, no recognized power in the federal legislature to forbid the employment of convict labor in any of the states, but it was hoped by the authors of these bills to use the recognized power of congress over the transportation interests of the country so as to render effective the laws against the employment of convict labor within those states, at least, which had adopted them. About ten years ago, in the 49th congress, among many

other proposals for amending the federal constitution which were introduced, was one to forbid the states to hire out the labor of prisoners; but I am not aware that it was ever voted on. The sweating system is also an evil that cannot be controlled by state action, for substantially the same reasons as those which apply to convict labor. As long as there is a market for the product of sweat shops, the product will be furnished. Congressional action on this question also was invoked by a bill introduced into the 53rd congress "To prevent the manufacture of clothing in unhealthy places and the sale of clothing so manufactured." In many other ways which will readily suggest themselves to the reader, do the interests of workmen suffer through the inadequacy of state action, and the increasing tendency of workmen to invoke the aid of congress, is thus explained. The difficulties attending the want of uniformity in state legislation, have long been recognized, and numerous attempts have been made to remove them by voluntary action of the separate state legislatures; that is, attempts have been made to induce such legislatures to uniformity of action on certain subjects, but always and necessarily so, without success. On October 19 during its last annual session, held in the city of Detroit, the Michigan Political Science Association discussed an able paper on this subject by the Hon. S. M. Cutcheon, and as a result of the discussion arrived at the following:

"Resolved, That the movement looking toward uniformity of state laws upon matters of common interest, not within federal jurisdiction, has the cordial approval of this association, and that the reform should be accelerated until the desired result is accomplished."

Because it so nearly voiced my own ideas on the subject, I was pleased to find the *Detroit News* commenting on this action of the association, in its issue of Oct. 22, as follows:

"It was well noted that commercial and social lines are rapidly disappearing among the states, and one would think that the most natural thing for the association would be a demand for the disappearance also of such political lines as are hindering the inevitable evolution of our national life. Instead of demanding the recognition of the means that will most smoothly and easily accomplish the uniformities of law that are really imperative throughout the land as a condition of development, the association called for the means carrying with them the most friction and difficulty. These means are the proposed creation of a voluntary machinery to induce the various state legislatures to uniformity of legislation on certain subjects. * * * There must have been a goodly sprinkling of Jeffersonian democrats in the meeting which adopted this resolution, otherwise the resolution would have taken a form more practical and more in accordance with the trend of our political evolution. To undertake through all future time to bring 44 or 50 independent legislatures to complete unity of purpose and sentiment on the multitudinous questions of common interest as they come up, is both a moral and physical impossibility. Though attempts have been made more than once to do this with reference to particular matters, not one successful issue has resulted; it is not likely that one ever will. The way to do it is to go about it is directly through the federal constitution. If changing our national constitution comes hard, perpetually trotting around among 2 state legislatures and laboring with them separately comes still harder. The latter is no way of doing governmental business, and it will never succeed."

So much for this phase of the question. In local matters the influence of the state is still more baneful. The power of a state over all communities within its limits is absolute. It may grant or refuse local government as it pleases. In order to realize the extent of this power it may be stated that although the city of Chicago contains about one-third of the entire population of the state of Illinois, and the population of New York City is more than one-fifth of the population of the state of New York, the state might in either case extinguish the municipality and leave the city without any government, whatever, or institute any particular form of government which pleased it, without reference to the wishes of the inhabitants of the city. This power of the state over the municipalities within its limits opens up a particularly tempting field for corrupt legislation. Cities grow so fast that all undertakings connected with them are especially tempting to speculators, who find it a great advantage to themselves to be able to work their schemes through a foreign body, away from the notice of the people of the city whose interests are involved; and it has come to pass that the great bulk of the legislation in most of our states consists of special and private enactments relating to cities. Does a city desire to institute a change in its form of government, or enter into any undertaking which will inure to the benefit of its inhabitants, unless the terms of its charter are such as to clearly give it the right to go ahead it must go to the state legislature for appropriate legislation. This state of affairs involves a disregard of one of the most fundamental principles of democratic government—the right of a community to attend to its own affairs. There is an instinctive recognition of this violation of our traditions of government, in all of our state legislatures, and the manner of this recognition is such as to breed a great deal of vicious legislation. It seems to be a well established rule with members to offer little or no opposition to legislation of a local character whenever such legislation has the support of the member from the locality affected, and as this rule has an all-round application, and serves the private interest of every member alike, state legislation is nothing more than a process of log-rolling, or political trading. Says Mr. Bryce: "Each member being the judge of the measure which touches his own constituency, every other member supports that member in passing the measure, expecting in return the like support in a like cause. He who in the public interest opposes the bad bill of another, is certain to find that other opposing, and probably with success, his own bill, however good." To

secure a needed reform in city government, then, it may be necessary for the city member, or members, although they may be honest men and to do so is against their convictions, to support some other member's measure which is vicious in the extreme in order to accomplish their object. Is it sought, too, to foist a scheme of robbery upon the inhabitants of a city, it is only necessary to "fix" the city's representatives and it is quite certain that enough members from other parts of the state can be brought to support the scheme to carry it through; thus the fortunes of our cities are traded upon and controlled by men who have no interest in them, whatever. The New York commissioners appointed "to devise a plan for the government of the cities of the state of New York" reported, in 1877, on this matter, in part, as follows:

"When a local bill is under consideration in the legislature, its care and explanation are left exclusively to the representatives of the locality to which it is applicable; and sometimes by express, more often by tacit understanding, local bills are log-rolled through the house. Thus legislative duty is delegated to the local representatives, who acting frequently in combination with the sinister elements of their constituency, shift the responsibility for wrong doing from themselves to the legislature. But what is even more important, the general representatives have not that sense of personal interest and personal responsibility to their constituents which are indispensable to the intelligent administration of local affairs. And yet the judgment of the local governing bodies in various parts of the state, and the wishes of their constituents, are liable to be overruled by the votes of legislators living at the distance of a hundred miles."

Tinkering with city charters has become a habit with most legislatures; they resort to it to fill out the session when they have nothing else to do, and it has come to pass that cities must be at the expense of maintaining lobbies at the state capital, not so much for the purpose of securing legislation as to protect themselves from the enactment of legislation which would be injurious to them. Speaking of his experience while acting as mayor of Brooklyn, the Hon. Seth Low said: "The mayor found that not the least important of his duties, as mayor, was to protect the city from unwise and adverse legislation on the part of the state." This is true of every city of any considerable size in all the states of the union. The cities have more need to protect themselves against the states than they have to call upon the states to assist in making regulations for their government. Our cities are increasing both in number and population, and the evils springing from state interference in their affairs are bound to increase correspondingly. The evils are so well recognized that the cry of "Home rule for cities" resounds from all over the land, and as this class of useless and positively harmful legislation forms on an average about three fourths of the volume of state legislation throughout the country, what is there left for the

states after cities are granted the right of managing their own affairs, which they ought to enjoy? Nothing of any consequence, whatever. General interests are better attended to by the general government than by the states, and local interests are better attended to by the localities immediately concerned. It would seem, then, as though the people might do a good stroke of governmental business by relieving themselves from the expense of maintaining forty-four useless state governments; and it is the more important that the people should do this because the existing system operates to prevent the selection of the best men for the administration of national affairs. No matter though he might be a man of the very highest ability and character, it will be conceded that a citizen of Nevada or Rhode Island, for instance, stands a mighty poor show of becoming president of the United States or speaker of the house of representatives, or even of receiving an appointment to a highly important federal office. Men of very mediocre ability are either elected or appointed to high federal positions, not because they are the best men obtainable, but because they happen to be residents of a state having a large electoral vote, considered doubtful by the party managers, and necessary to obtain for the party in order to enable it to carry the election. It is much more important to know what state a candidate hails from than it is to know that he is a man of exceptional ability, high character, and exceeding fitness to do the business of the people in the office he aspires to. Even now, since the result of the fall election is known, Mr. Morton is being talked of as "the logical republican candidate for president in 1896." Why? Simply because he carried the state of New York for his party, and it is reasoned that he might do it again and thus decide the result of the next national election in favor of the republicans. It may be that Mr. Morton is a thoroughly fit man for president, but the question of his fitness for the office does not enter into the reasoning which places him forward as a presidential possibility at this time. Were he a thousand times less fit than he really is he would still be the "logical candidate," and were he the most fit man in the entire country he would have dropped into comparative political obscurity, and not been considered as a possibility, had he failed to carry his state in the election just past. We shall never secure a proper administration of national affairs until the best men are put in office, irrespective of what section of the country they hail from, and the best men will never be put forward for office as long as the state organizations are maintained. But, it is in connection

with this very aspect of the question that we shall find the sentiment which makes for the conservation of these useless organisms. The state governments are useful to the parties; they form a link in the organization of the prevailing party system of politics; and neither party has "an interest in advocating the suppression of state action in any department of government," because the states are useful to both parties alike. The elections for state officers in off-years keep the party machinery in working condition and always at its maximum efficiency; they also act as a sort of barometer, to indicate the political situation of the country and enable the parties to arrange their lines of battle for the national contest. The state offices form a very considerable share of party patronage to be distributed among political workers; no matter that they may not be useful to the people who foot the bills, they are useful to the party and aid in holding the workers in line. Those who have a talent for organizing primaries and running party slates through a nominating convention, but who lack all the essentials to statesmanship, are rewarded with state offices; and "these comparatively limited spheres offer a scope to their ambition which a wider theatre might deny." A unified federal party machinery would be hard to handle: it would be too unwieldy and liable to break of its own weight. But by dividing it into sections, one for each state, all united for the common purpose of controlling every department of government, but each catering to the particular sentiment which may be dominant in its locality at the time being, and running the state elections on the basis of national issues—although all questions of federal politics are entirely outside the sphere of state competence—the parties are enabled to work their machinery smoothly and easily, and at the same time pick out the instruments most likely to enable them to gain advantage in a national contest. The state governments, then, are useful to the political parties whether they are of use to the people or not, and as this seems to be a government of, by and for the political parties, and the interests they stand for, that fact is probably sufficient reason for the maintenance of state governments.

Again, "the conservatism of habit" acts with most people to induce them to accept things as they are without questioning their right to exist, and without troubling themselves to know whether or not they might be made better. Through the influence of tradition they worship at the shrine of state and local autonomy without enjoying either, and with merely the faintest ideas concerning what the terms really involve.

The states exist by well-settled legal right, and that seems to be enough for the people; the idea that moral right should be superior to legal does not seem to enter into their thoughts. In a government such as ours, which moves only at the beck and call of party, where every question of politics must be made a party question in order to incorporate it into governmental policy, or even to gain for it a respectable hearing by the people, this attitude of mind is a great drawback to securing proper discussion of any such matter as this. Even if the state governments as they at present exist were not useful to the party organizations, neither party would yet dare to take the question of their abolition before the country and attempt to secure a discussion of it on its merits. To do this would be to give the opposite party a chance to appeal to the prejudice of the people for its own advantage, and destroy the prestige of the party proposing the measure. It would be an extremely ticklish question for a party to handle, as it would jeopardize its chances to obtain, or retain, control of the government and the offices. And there are many other questions of importance besides this one which the parties neither of them dare present to the people for fear of losing prestige and votes through the machinations of the opposite party.

It may occur to some that the evils surrounding legislative business in our states, would be as apt to appear in the federal legislature; that to abolish the state governments would be only to extend the sphere of federal jobbery and robbery, without affording the people any considerable relief. This is true, to a certain extent, and so far as the matter of special and private legislation is concerned, congress needs no instruction from any of the states. But there is the advantage that no measure can be run through congress without the people knowing something about it, as the proceedings of congress are reported regularly, which is true of none of the state legislatures. Then, too, federal legislation arouses greater interest throughout the country, and the people are accustomed to watch it more closely than they do the legislation of the states; and there is the further advantage that the field in which legislative jobbery becomes effective, would be vastly contracted. It is easier to keep watch upon one legislature than upon half a hundred. The relegation of purely local affairs to the localities directly interested, would compel greater attention to local interests, and create an interest in governmental affairs which is now sadly lacking. The abolition of state courts

would greatly simplify our legal procedure and put an end to much useless and expensive litigation, at the same time that uniformity of law would be attained throughout the entire country. We are now living under four systems of law: the state statutes, the common law as construed by the state courts, the federal statutes, and the common law as construed by the federal courts. This is enough to create friction and confusion in the working of any form of government; it is impossible to tell what the law on any given subject is likely to be at any given time or place. We need but two law making bodies and two courts—the national legislature and the municipal council, the federal supreme court and the federal circuit courts. The abolition of our electoral system and the selection of president by popular vote; either the abolition of the senate or the selection of members of the upper house by direct vote of the people; and the inauguration of a system of proportional representation which would permit minorities to obtain representation in the legislative body, would remove all occasion of fear that too much power would be placed at the disposal of the general authority. When the people are not the recognized source of power, or when, being the recognized source of power, they are not in a position to exert that power effectively, a strong central government is a thing to be feared. But when the situation is as it is in this country, with the people the recognized source of power and with unexampled facilities for exerting that power effectively, a strong central government is just what we need. That is, the central government must possess power adequate for the accomplishment of its object, and the object of the central government is to attend to the common interests of the people; it is, in fact, the only force that is competent to attend to them. The enemies of the people have long recognized the superiority of the federal power as a governing force, and they have sought in many ways to control that force and extend it in many ways for their own advantage and to break down the liberties of the people. To counteract this tendency the people have busied themselves with making a multitude of state regulations of no practical account; they have virtually placed themselves in antagonism to the federal power instead of seeking to control and direct it for their own benefit, as they ought to have done. This tendency must cease; worn-out traditions must be laid aside; prejudices and blind political partisanship must be buried from sight; and the people must reorganize and take possession of their government if they would preserve this republic.

THE TAXING POWER.

BY JOSE GROB.

Whoever can tax can rule. And those alone have always ruled who had the power to tax. Look back into history, as far back as you may see fit to go, among all races, under all social, political and industrial systems, and you will not find a single, solitary exception to that grand universal fact among men in their national or tribal compacts. No matter what the especial developments may have been, among savages, barbarians, semi civilized or civilized, into destruction, as we are in our days; no matter what the general or specific conditions, and irrespective of all social tendencies, you can always find that the power who rules is the power that taxes, in some form or other, and fails to rule as soon as it loses the power to tax. Not one of the conquerors who have trod the earth has failed to understand that rule. They all have attained power, and kept it, through the mere taxing element in their own hands.

And what about all the aristocracies or oligarchies, ancient or modern, heathen or christian? They have never neglected the handling of taxation for the purpose of keeping the masses humbly accepting all oppressions, open, or masked by a tincture of civil or political rights, with no industrial rights to speak of, the latter being the most important by far.

Notice also, that the taxation wheel has always been made to revolve around the same central conception as to-day's in our own nation. We mean that taxation has always rested on production and commerce; and thus absorbed as much as possible out of what labor produced, besides evolving monopoly in natural resources, for the few to privately tax the many, on the top of public taxation.

The double process in question is all that is needed for some men to quietly grasp all the wealth the many may produce, over what the many should keep to be alive and able to work, that a few may revel in what they never produced. The process is then extremely simple. Expressed in a single sentence is as follows:

"Tax men in proportion to what they may create and consume, and make it as difficult as possible for the workers to freely possess the land on which they have to live and work, thus placing them under tribute to the few for the use of natural resources."

As a matter of actual fact, the men who may have the power to tax, become the real possessors of all natural elements. Those two aspects of social phenomena are like the two sides of a leaf,

or blade of grass, the one carries the other. That is what history tells us. And history adds that those who control the imperishable tools of production, all natural elements, shall have no trouble whatever, to rapidly control most of the labor created wealth, most of the perishable productions that labor creates. And all that is not only historical, but axiomatic. It springs up from the essence of things in natural phenomena among men. It is inherent in all social developments. You find it reproduced under simple as well as complex industrial combinations.

* Now, it is not often that axioms or self-evident truth can be demonstrated; but, in the present case, we think it can be done. Let us try it, any how.

For all practical purposes, this world of ours is occupied with two entities, viz : labor and monopoly. So far, the latter has always managed to obtain the lion's share out of what the former has produced. Can that be reversed? Yes. How? By simply giving to the working classes that double power that monopolists have always had, that of controlling natural resources and the wheel of taxation. Let us embody labor and monopoly in two heads of two family groups, the only ones in the planet, or in any one nation. Call them Peter and Paul. Peter, the worker, decides to stand by his natural rights against Paul, the monopolist, and being physically stronger than Paul by at least ninety-five to five, can enforce his rights, with sufficient intelligence to do so under correct processes, in accordance with freedom and ethics, the two poles of a solid social fabric.

Paul, the monopolist, the capitalist in socialistic parlance, you know, is in possession of all the machinery of production and distribution. Call that \$20,000, to represent the \$20,000,000,000 for the whole nation, as Paul represents our monopolists, and thus simplify the presentation of the problem, since Peter represents all our working millions.

We are now ready for a bargain between labor and monopoly, Peter and Paul, the former controlling taxation and natural resources, the latter all the machinery of production and distribution. Peter could then tell Paul: My friend you cannot use your capital but under the conditions I may see fit to fix for the use of my land. If you decide not to accept my conditions, which shall rest on eternal ethics, I shall let you cart off all your capital, machinery, buildings and what-not,

to the sea shore, and there it may sink or float, away from my land.

My conditions, for the use of my land, through your capital, \$20,000, (representation of \$20,000,000,000, remember,) are simple enough. Through the use of your capital and my land, call it ours if you prefer, I shall produce, say, \$4 000 per annum, because I am the worker, you know. The land your capital necessitates, I call it worth \$12,000 at 5 per cent, \$600 per annum, to be charged to you, since it is your machinery and capital that necessitates that land, those \$600 to be for our public needs and to be paid by you out of the \$1,000 I shall pay you for the use of your capital, 5 per cent on \$20,000. Your net income shall be \$400, and my own \$3,000. I shall use \$1,000 for my annual expenses, and the other \$2,000 I shall lay aside for the purchase of your capital. It will only take me ten years to squeeze you dry, unless you want to set to work like an honest man in production or commerce.

The above illustration exemplifies, anyhow, the omnipotence of the taxing power to be used in the control of natural resources for universal public good, and not for enriching the few, the loafers, at the expense of the workers, as we have been fools enough to do so far.

Let us remember, in connection with our illustration, that the existence of economic land values is interlinked with the fact that civilization means groups of men desiring to live and work in normal contact with each other, because of the greater earnings and advantages it involves to all of them. If men should prefer to live apart from each other in self-existing and very small colonies, each one composed of but a family group, with possibly a few servants, then no natural, economic land values could exist, and no need of public revenue or governmental machinery would exist either, under such an abnormal social status. Each family head would make his own laws for his family group, just as each sea captain does for his crew in mid ocean. No need of roads or other public improvements, each small colony consuming its own productions and no more. But we know that such conditions never last very long, because too unnatural and unprofitable. Hence, the folly of that socialistic

conception about insufficient taxation from economic land values being possible, when they happen to rise just in proportion to population and wealth, and hence in relation to the collective aspirations that that will naturally evolve.

Incidentally we may here refer to another of the rash assumptions from our socialistic friends. It is the idea of a necessary divorce between the worker and his tools, in our days, because of the greater cost of the tools used under present industrial developments. That is assuming the complete instability of natural laws, as if they had been left at the mercy of human caprices, or under the whims of the law and selfish instincts of the race.

If 1000 years ago the average cost of the tools needed by the average worker was \$100, and to-day is \$700, as shown by our latest census, what does that prove? Simply that the average worker to-day produces seven times if not twenty or fifty times more per annum than a few centuries ago. And why should not the average worker keep that greater wealth he creates, and thus carry on production on a larger scale, through free association with other creators of wealth? That is what will take place as soon as we strangle the hydra of land monopoly right and left, the parent of that brood of economic monopolies through which we have evolved our modern wage slaves. That is simple enough to the mind not already poisoned or unhinged by the socialistic creed, with its petty intricacies and silly devices.

Return now to that double contrivance by which monopoly has always victimized labor, and fully expounded in this short essay. Take that contrivance away from our monopolists and hand it to the people, as we have explained in that illustration of ours about Peter and Paul, as the symbols of the working masses and the loafing or scheming classes, and you reverse the course of modern civilization, because diametrically opposed causes cannot fail to evolve diametrically opposed effects. We would then accept the order of nature, which gives wealth to labor alone. We have so far repudiated that order. Hence, the colossal abnormality of wealth in large masses absorbed by schemers at the expense of "Honest Labor."

AFTER MANY YEARS.

BY FRANK A. MYERS.

'Get out of my house and never darken my door again, you poor miserable hound—laying 'round here after my daughter—only after the money she'll get when I'm gone. I know your low-down, infernal designs. Now, go, sir, and never let me see you again—never! You hear

me. I'll mash every bone in your body, if I ever see you again."

Such was the uncouth, strong language of old Jake Monster to Hale Singleton. Old Monster was reputed to be very rich; Hale was a poor young railroader, but handsome, energetic and full of the elements that bring prosperity a little later in life. The old chap had so spent his life that he could see nothing but a dollar. If a man did not possess that, in his estimation he possessed nothing. There are many such men in the world, astounding as it may seem. They grow coarse and earthy—fastened to clay instead of heart and talent—by long study over the shining metal, which, after all, is nothing but base earth. They lose all sense, if they ever had any, of the spiritual and refined. They have thought so long about money—mere clay—that they become clay themselves. And the worst of it is, they don't know they are pitiable, despicable creatures—real Daniel Quilps in heart and mind. They have always fed their minds on money, and they have never grown any higher than that. But this is according to the law of improvement—they have wrought out their own curse; their own damnation.

This old heathen's daughter's name was Stella (star—he meant she should shine; riches should be her brilliance). A rich banker's son was paying his regards to her at the time her beastly old father ordered Hale never to show his face in his house again, but Stella, more wise than her gold-headed pater, loved Hale and could scarcely brook the fine-haired, small-minded son of a banker. Hale was a young man rich in heart; the other a young man rich in pocket only. The poverty of head never could be made up, the poverty of purse might be. The want of one was a defect; of the other, a lack.

Hale and Stella met secretly after this once or twice, but the stubborn, unreasonable old curmudgeon found it out and he put his daughter under lock and key and fed her for a month on nothing but bread and water.

It was then that Hale wrote a note which she never received. In it he said:

"Until the bitter opposition of your father to our marriage dies down a little, I will go west and try to make a raise. Perhaps he will like me better when I have more money. It cuts me to the heart to go away from you, Stella, but at present I can see no other way out of the difficulty. I will do anything for you, my sweet love, but die, for I want to live for you alone—only you. You know I am true to you, and I know you are true to me. Our hearts are one, God knows—and you know, and I

know. I will be gone but a couple of years, and then the trouble will all be blown over and we will marry. Do not grieve for me. It is sweet to think—it is so assuring, that the course of true love—you see I say *true love*—never did run smooth. Lysander was right when he said this. O, how my heart aches as I write! Good-by, Stella; good-by—only for a time—a short time. I hope. God bless you in my absence."

In the wild, woolly west—the "rowdy west," as the purists in the far east say—Hale found a position as conductor of a passenger train on one of the great through routes. He made many trips to the Pacific coast, and saw much of life, but he never forgot his darling Stella, far away across the fruitful Mississippi valley and over the blue Alleghanies. He wrote many letters back, but never a letter came to him from Her—not one. This disheartened him. But yet he did not think her unfaithful. He imagined—which was the truth—that perhaps his letters never reached her (maybe intercepted by the irate old chap) or else none of her letters were ever posted.

In her fine eastern home Stella moaned and pined, fretting at the cruel circumstances that sundered, far and wide, her from her lover. She could not conceive why he did not write. On many a page of paper she poured out the very bottom of her soul to him, and never a line to show how he received it. She wondered why he did not tell of his life out there, at any rate, and when he would return. Perish the thought that he had forgotten her. She would not believe it. It was not his nature to be guilty of such a fraud upon her best affections.

She wondered that her father was so quiet about it. She half suspected sometimes that he knew more than he let on.

A year rolled by and still no breath of information about Hale. One day her old father, with a patronizing smile, came to her and said:

"You see your poor lover has forgotten you. I told you so. These poor devils never amount to anything, any way, either in love or money."

"How do you know so well he has forgotten me?" she questioned; a light of intelligence in her eyes.

"Poor in one, poor in all," he went on, ignoring her pointed question.

"Do you know he has not written?" she persisted, anxiously and quickly.

"Do you suppose that I, a man of sense and a man of business, have been asleep? Not much. I wrote to a friend out there—"

"Out where?"

"And he answered that Hale was a dissolute.

reckless character, unfaithful, and had forgotten all his eastern friends; always spoke of his girl he left behind him in a low, trifling way, and all that. No; I've not been asleep, by any means."

"I don't believe one word of it—not a word." She was real angry. "It is all false—false as sin. I won't believe it."

And yet he had planted poison in her mind. The mean old dog had done what he wanted to do.

"You had better get ready at once and marry Roy Randall. You know he wants you bad enough, and besides he's rich—rich as cream. You will do well to get him. You'd do poor to get Hale. He's an upstart without money. These upstarts never do amount to beans."

"I will not hear such stuff—such lies—about Hale, and I will *not* marry Roy, the mind-poor son of a rich man. There's nothing in him. His money is only on the outside and can't be converted into brains. You can't make a bald, yellow-knobbed set of brains grow sense by adding the bone-dust of gold. I won't marry him; that settles it."

"I say you *shall*," in much anger, yelled the old skinflint. Without another word he strode away, leaving the poor, sorrowful girl to her own confusing reflections.

Severe measures, force, and dire threats led the unwilling girl, like a slave, to marry Roy Randall. Thenceforward earth was a hell to her. Certainly she had not made her life, her circumstances, brilliant-typed philosophy to the contrary notwithstanding.

A newspaper from the east, sent to Hale by a friend, or one who meant to be, conveyed the stunning intelligence of Stella's marriage to Roy Randall. The report of the wedding had been "doctored" by the old father for the press, and it bore a false impression to Hale. Between the lines of the report he read that Stella was happily married to "one of the most worthy young society men of the town." All through the column long report he read that Stella had forgotten him; forgotten so soon; a thing he never dreamed possible, and had of her own sweet will married "the other fellow."

In abject disgust with life, and all the world, and all that is in it, he flung down the paper and went out—went out resolved to achieve money now.

"Affections perish," he said, sadly, to himself, "but money endures. If she can forget, I can't."

Then he battled hard with the world, the flesh, and the devil, but he was never untrue to himself. He lived an abstemious life, worked hard, saved his money, and as the years went by he had

the earthly satisfaction of seeing his money pile up, under his cautious, frugal hand.

But life was dead to him. There was nothing in it. The sun had been blotted out, and the rainbow of peace never appeared. Had there been war, like Francesco, he would have flung his life away in battle. There was nothing to do but live out his days, whether they be long or short.

Faithful to the last, he never married, never saw a woman he could love and trust and cherish. So he centered his active energies on the getting of money, and money he got. He had money and houses and lands, a thing unusual for a railroad conductor whose wages are barely sufficient for a decent living. But in his early Bohemian days he was grasping, and saved every penny he got hold of. Often his feasts were Barmecidal, but he cared not. Stella had been removed out of the world, as far as she related to him. He would rather she had died, for then he would not have lost faith in her human affections. Ah, what he patiently, secretly endured!

He never heard of her again, and did not want to know whether she were living or dead. What good was it to know, only to prolong the agony? But never a day passed over his head that he did not wonder about her, and live over again for a few minutes the sweet, forever-passed love-life of his youth.

Many and many times he crossed and recrossed the Rockies, traversed the sterile plains, straggled up and down the wide west, engaged in speculation that always brought him more money, ran into the fabled rich Black Hills, and even bought a gold mine that he eventually sold for ten times what he gave for it. It was gold, gold, everywhere, but—no Stella.

Through all these years, in which he simply moved, not lived, he never laid down his punch. That was the only thing he was married to, and he loved that as Barrie loved his pipe or Riley loved bachelorhood. They were inseparable.

Those who knew him at length came to speak of him as the Silent Man. He rarely spoke to any one, except in a business way. And he never told the story of the graveyard in his heart to any one. As always, there were some who said his manner of life was due to love disappointment in early life. They were only surmising; they knew nothing.

Everybody who knew him liked him, because he was such a kind-hearted man. The companies he worked for said they never had a more honest or faithful man than Hale Singleton. He seemed not to care for compliments or anything that might be said for or against him.

He could not give up the punch. No style of life fitted him so well as that of conductor. Nothing seemed to have as much in it as that, and certainly nothing afforded him as much pleasure. Do not mistake me: he had not grown morose or cynical; on the contrary, he was generous and considerate. No one cares to be with a cynic; everybody liked the warm heart of Hale. They came at last to say: "How would Hale do this?" or "Hale would not do that." When a man drops into a proverb among his friends, he most surely has made a lasting impression upon them, and if that impression be favorable it is no mean compliment to his real worth and kindly nature.

Twenty years after Hale's last interview with Stella, he was running into Denver. The west was his adopted land now.

Twenty years! A lifetime for young people! Twenty long, long years!

It was a cold, bleak Christmas eve, the keen wind sweeping over the town from the northwest and sending shivers to the very marrow. The snow had been shoveled from the pavements, and the wind-swept streets looked drear and forbidding. Christmas was at hand, and Denver had put on a winter overcoat. Day had departed, the street lamps had been lighted, and the wish of "Merry Christmas" resounded on the snow-cold, tingling air up and down the street. People were in the stores making Christmas purchases with which to make their friends happy with glad surprise. To Hale, as he passed along, carelessly looking at the beautiful exhibits in the windows, it seemed that the very natal day of Christ was a joy and gladness to Christian, gift making people.

At length he noticed something in a window that drew his attention, and he went in to inquire what it was. It was a quaintly-shaped antique lamp stand. He simply said "yes" to the polite, but busy clerk, and walked out again. He mused:

"Everybody seems to be making presents but me. I suppose I may conclude, therefore, that everybody has friends but me. Well, I don't know who's to blame for this. For one thing sure, I'm not living the life I at first set out to live. For twenty years I have felt myself a stranger, away from home, in a strange land. Neither place nor people; neither land nor person, have caught and enchained my affections. I suppose if I had friends—and I think I could have had them, if I had not lived so much in myself—I'd be making presents now, too. Well, I've Hobson's choice, to live it out this way now."

He strolled on in the biting cold. On his way

back to the hotel he observed a poorly-clad little boy, perhaps ten years old, running along the street, crying bitterly. The pains of youth always did touch Hale.

"What's the matter, my boy?" he asked, as the lad came up.

"I'm cold," sobbed the little lad. The big-hearted Hale Singleton was touched. Instantly was his action under such pitiable circumstances. This was some suffering, worthy poor boy who could not help his poverty, or he would do it, no doubt. It seemed certain to him, from the intelligence observable in the lad's face, that his parents would not let him suffer so if they could help it. The boy ought not, in a Christian land, particularly at Christmas time, suffer this way. How glad he would be, had he a poor boy that way, if some one would make him comfortable. "I'll give the lad comfort, at least, as a Christmas present. I do not need friends to make presents to. The poor need it."

After glancing a moment at the shivering, blue little fellow, he said:

"Come with me."

The boy looked up at him in dubious surprise. But he saw nothing but kindness in the stranger's face. A boy can read such things very quickly.

The lad danced briskly along at his side. They entered the first clothing store they came to.

"Give this boy a good warm suit of clothes and a pair of mittens," Hale said to the clerk.

"All right, sir."

The boy was fitted in a nice, good, warm suit, and Hale paid for them. Then he took him to a shoe store and bought a pair of good, new shoes for him. The pleased lad looked himself all over and said:

"I'm some other boy now aint I?"

Hale answered him with a smile.

"These things are my Christmas presents to you. I hope you'll not be so cold again this winter." As they went out the door upon the street Hale asked him:

"What is your name, my little man?"

"Roy Randall," was the reply, looking up at the man's face with a grateful smile.

Hale was thunderstruck.

"Roy Randall!" he cried, in a tone that started the boy, who did not know what the stranger, who had been so kind to him, meant. He could not understand how his name could make him speak in that half agonizing, half regretting voice.

"Yes," the boy answered. "What's the—"

"Do you live here in Denver?"

"Yes, sir."

"Where are your father and mother?"

"Father is dead," the boy replied.

"And your mother?"

"She lives here."

"Well, take me to your mother, then, as quickly as you can," said Hale, excitedly.

As they walked along, the lad asked:

"Will you make them a Christmas present, Mister?"

"Perhaps," Hale returned. He was back twenty years ago in mind. What had happened in these long twenty years? But was this the same Roy Randall he once knew in the east, the son of a rich banker and the husband of old Jake Monster's Stella? It might be some other Roy Randall. Some very peculiar things sometimes happened in this strange world. But, if this *should* be Stella, how she had fallen from riches to poverty, and how he had grown from poverty to riches! How could it have happened that she fell to this low estate?

"Pshaw: she's not worthy of visiting—one who could forget in one year. But I'm not sorry I helped her boy. I'll go on, and may be I can help her. It will be coals of fire on her head for me—*me* to help her. I wonder now in my soul if this is Stella." His muttering caused the boy to look up and ask:

"What you saying?"

"Nothing, my boy," kindly. "Take me on to your mother."

"We live almost out of town, in a poor house. Father died about two years ago, and left us very poor. He didn't know how to work—always had money; it came some way; and we are very poor." The boy evidently had heard these sentiments before; perhaps from his mother. Hale wondered whether the lad's mother did say such things. It might be, after all, that she did not think very much of him. What if—

The idea startled him. It had never occurred to him before. Could that old pinchpenny of a father have forced her to marry against her will? Then she might not be as black as he had painted her. Ah, well; all that is over now!

"Did you come from the east?" he inquired. They trudged on; the stinging wind hurling drifting snow in clouds against them.

"Yes, we moved from the way-back some-ers a long time ago."

"Who was your father?"

"I don't know—only my father, is all."

"What did he do?"

"I—he did nothing."

"Who was, or is, your mother?"

"Why she—she—Oh, she don't like to talk of

grandpa Monster. He's dead now.

They finally reached the house. It was a poor, small, dilapidated old cottage; some of the weather-boarding off, a few window panes gone and pasted over with paper, and the ill-fitting door sagging on its hinges. Little Roy opened the creaking door, and it dragged upon a carpetless floor, that was as clean as circumstances would admit. A dim kerosene lamp burned on an old bare table against the wall. A flat bed stood in one corner of the room. A few old chairs completed the household outfit.

As Hale, the very type of a perfect gentleman, stepped into the room behind Roy and took in the situation at a glance, his very heart bled. He thought he had never before, in all his life, beheld such touching squalor and abject want. He thought he knew how the world lived, but he confessed to himself that he did not. While he had seen much, he had never seen this before.

Shivering around the old broken cooking stove, that scarcely had fuel enough in it to keep it warm, let alone warming the inmates of the room, sat a poorly-clad woman and a young girl in no better plight. These two were the sole occupants of the room.

When they saw a tall man, neat and fine-looking, follow Roy into the room, they looked surprised and shocked. Hale thought he saw a feeling of awe and retreat upon their faces. He stood perfectly still and awaited. In the faint light he thought he recognized some shadowy traces of the Stella he once loved, but this woman was pinched-looking and older, with traces of gray in her hair, as well as he could see. It might not be her. And yet—and yet—. How strangely he felt! If it were she, what a fall, indeed, had she not encountered!

The young girl, perhaps sixteen, but so poorly clad that he could not judge of her age very well, looked more like Stella did as he recollected. It was so far back and dim, he could scarcely recall his old Stella—*his* Stella—at that age. This woman was not *his* Stella; she was another's. *His* Stella had forgotten him all too soon. But the two looked somewhat alike, as he could see, and the younger must be the daughter of the older. Roy scarcely had a feature of either, and yet his eyes were Stella's old eyes that still looked at him out of the dead past—looked somewhat as her's did when she vowed eternal faithfulness to him. But how sad and hollow-eyed this woman looked! It struck him that she had experienced the pangs of the damned. There was a mighty tragedy in her face. What if it had also been in her heart! And what was the nature of it? Now she seemed to shrink away from him. It

must be the Stella he *once* knew. He did not know *this* Stella, with a twenty years' experience that he knew not a breath of.

Roy instantly ran up to the woman and cried out in delight:

"See what new clothes this man gave me."

The mother looked at the boy, and then turned her quivering eyes to Hale, in astonishment. The young girl said:

"O, Roy! Aint they nice?" And she turned her brother around to look at him.

"And new shoes, too," he added, kicking out a foot.

After a moment of struggling silence the mother said, in a voice that was and was not Stella's:

"It is very good in you to help strangers, we are very poor."

"Have you always been this way?" He thought he observed her start, as his voice fell upon her ears. At all events she arose from her chair and stood with an arm around the young girl, who was almost her size.

"No," she answered, in trembling tone.

"Pardon me, but did you once live in Maine, at or near Portland?"

What could *he* know about her?

"Are you the daughter of Jacob Monster?"

"Did you know him?" she asked.

"Yes."

"I am," in profound wonderment, her eyes dancing in eager inquiry.

"The Stella that once professed she would love Hale Singleton always—forever?"

It was almost cruel in him to ask this question. He saw it went to her heart like a dagger. She clutched her daughter in the pain of the shock she experienced. Her head bent forward, and her eyes fell on the naked floor, and in a muffled, pained voice, she answered:

"The same. But he forgot me the moment he left, and never wrote me one single little word in all these long, lonely, horrid years." She paused, as if for breath.

"Go on," he said, in unspeakable earnestness, and gave one step nearer her.

She looked up in questioning surprise. A suspicion had entered her pained, crushed, dead soul.

"Who are you?"

"A homeless wanderer," he answered, evasively.

The boy and girl looked at him and then at their mother in bewilderment.

"Did you—are you—?"

"Yes."

"O, Hale!" she shrieked, and sank in a swoon upon the floor.

He called for water, and wet her temples and face and chafed her hands.

The brother and sister were utterly astounded. They wondered in confounded amazement who Hale, as their mother called him was.

When she revived sufficiently she told him all about herself, how he failed to write and how her father forced her to marry Randall in a year afterward.

"About five years ago the bank failed and Randall's father and my father lost all they had. Then we came west, but my husband, whom I am shamed to say I never loved, knew not how to work, and we sank to the depths of want and misery. About two years ago he died. Since then I have washed for a living. These are my only children. We have lived—in a way, I have prayed God to remove me from this wicked earth, but death was not a boon granted to me.

He related what the reader already knows—related that he wrote, but received no response, and then in about a year afterward read her faithlessness to him in the account of her marriage to Roy Randall. Since then he had lived single and almost alone, but fortune had smiled upon him and he was rich.

With these mutual explanations the old love returned.

It was a happy Christmas to all. Want slunk away from Stella's door; peace came at last.

Soon Roy and Maggie, the almost grown sister, had a new father who was very kind, indeed, to them.

OUR NEW YORK LETTER.

We have been retrospecting for the most part during November, in the process of recovery from the excitement and surprises of the election, and shaking ourselves down to a return to the daily scramble for bread and butter, which for most of us, even in this big and presumptively wealthy town, is after all the serious business of

life. Our local issues looked astonishingly important for a week or so, but we are beginning to realize that they were really overbalanced in the broader ones which concerned the whole country and that the local results were only more or less accidental incidents of the general current. Is what may be called the side shows of the cam-

paign, both municipal rapid transit and the consolidation of the suburbs were successful, and it is now a practically assured fact that in a comparatively brief time, New York will contain in legal form as well as in substance, by far the largest population of any city in the land, and that it will also definitely embark on the policy of owning its public works. Not without further opposition, however, for the Gould-Sage combination which controls the elevated roads, has by no means given up the fight; and there are signs that other cliques of capitalists are on the alert to grasp the fruits of success in the new system of municipal transit, as soon as the city has incurred all the risks. Among other significant features is the reappearance of ex Mayor Hewitt, who has always been one of our conspicuous political reformers, and also—one might almost say, has therefore been a conspicuous humbug; to try and divert the enterprise from the routes already chosen, to others by means of which the Vanderbilts will skim the cream of the whole business. The number of votes polled on neither of these propositions was very encouraging to the future of the referendum idea of legislation. Although they had been widely discussed, were perfectly plain issues, free of the technical character of the ordinary constitutional amendment, and were, in addition, imbued with so much more of human interest than a strictly legal measure ever has for the majority, yet scarcely one-half of the electors took the trouble to cast a ballot either for or against them. And this, too, with a system of voting in force in which ballots both for and against were supplied to every voter, and had to be disposed of in some way and returned to the inspectors, whether voted or not, the law forbidding that they should be destroyed.

As one of the results of the election, though a far more incidental one than it is commonly made out to be, we are in for an era of municipal reform, which it seems to be generally assumed will be largely carried on under the guidance of a sort of ecclesiastical director, in the person of Dr. Parkhurst, to whom a lot of hysterical adulation is just now being offered. As a matter of fact, the figures show that he and his agitation had a very minor effect on the voting, the candidates whom he supported being carried into office by the accident of their candidacy being co-incidental with a general political overturn. Events count, however, and as he has happened to succeed, he is now fairly entitled to have his recent career characterized as a remarkable one. Up to a few years ago he had only been known as a rather emotional preacher, and it is not yet quite clear how he came to be selected for the

head of one of the meddlesome societies through which the class of people exert their influence who are so firmly convinced that they alone are competent to direct the lives of their fellow citizens—the class which, beyond doubt, will be in control under a socialistic form of government, should we ever have such. Beginning with making himself worse than ridiculous, by burrowing amongst the more disgusting forms of vice in a way which never led to anything except to awake the prurient tendencies that certain people are always subject to, he speedily developed into a full-fledged anti-Tammany politician, whose crusade against vice, rather than crime, was waged obviously with the purpose of promoting his political ends; and as he has been lucky enough to do this, in the year when things were running his way, he is now a great hero with the people who would have voted against Tammany in any event.

People are very slow to learn the distinction between vice and crime, lack of which makes this sort of humbug possible. It is, to great extent, because the average man has not become civilized enough to abhor sham, and because most of us like to impose our ideas on other people, whenever we have the power to do so. Crime consists in such acts as injure other people without their consent, and should, therefore, properly be restrained by law. Vice consists in deeds evil in themselves, and which may, or may not injure others, and with which, unless by causing such injury they become crimes, the law has properly nothing to do. The practice of Sunday liquor selling, for instance, which is a crime under our law, although universally tolerated by our public opinion, may, or may not be vicious—that is a matter for opinion—but when conducted so as not to obtrude itself upon those who do not approve of it, it is clearly something that the law has no real right to meddle with. We have brothels and gambling places in profusion, which are bad things in themselves, but so long as they are managed in such a way that no one need know of them who does not choose to go into them, it is certainly not within the true foundation of civil authority to interfere with them. We have constant infractions of municipal ordinances which are, beyond all question, not vicious, especially when, as in the case of certain forms of obstructing the streets they are made almost necessary by the bad way that the city is laid out; yet the law calls them crimes of the misdemeanor grade, and instead of distinguishing them as special privileges to be paid for by special fees to the city, it deliberately places them in the category of things which, being legally forbidden and yet practically unavoidable,

are necessarily indulged in at the price of private blackmail. All those things, whether true vices or not, which are thus improperly put under ban of the law as criminal, invariably became food for the blackmail against which we have had such an outcry. Were we to attempt to restrict only the offensive side of them, the side on which they injure those not voluntarily participating in them; were we, for instance, to content ourselves with the prohibition of publicly run gambling hells, of street walking or of saloon opening in localities where other residents objected to them; we would then have a system of law possible of genuine enforcement and impossible of being used for blackmailing purposes.

But we have gone very far in the other direction in New York—further, perhaps, than in most places, because we have just such a curious medley of liberalism and narrowness as exists in London. We won't tolerate actual suppression of our relaxations, such as the use of saloons, or infringement of our absolute enactments against Sunday sports, or even of our vices, such as gambling and dissoluteness; but, on the other hand, we have not got so far from our old traditions that we are content to leave people to their own devices in such matters, even where they do not interfere with other people. And, as a natural result, all forms of breaking the nominally existing law that can be practiced away from actual public observation, so that the restriction of them can only be effected by officers of the law, are never really interfered with; and as the opportunity for blackmail is so great under these circumstances, blackmail is very apt to follow—its recipients justifying themselves when they have any qualms, with the reflection that the public is not being in the least injured and that they might as well make something out of it. All this is what has chiefly produced the Parkhurst cult, and while there are some signs that the politicians who made use of it to get into power, are now ready to toss it aside, we are still likely to get a nauseating dose of it for some time to come.

One of the minor burlesques to which we have been treated is the state of mind into which John Jacob Astor has been thrown by the adventure of a tramp. Mr. Astor is a rather dull young man, whose only bid for personal prominence hitherto has been the publication of a very absurdly crude book, written in weak imitation of Jules Verne; but he now comes boldly to the front, in stern vindication of the majesty of a millionaire house-owner. Although the contributions of the citizens of New York in the shape of rent paid for

the privilege of adding increased value each year to the land owned by the Astors, has certainly been large enough to pay for locks to their doors and to support an army of servants to watch them besides, it seems that the Astor household is so badly organized that a tramp wandered in the other day and went to sleep in a bedroom. He did not steal or injure anything, nor even attempt to, and the law is perfectly clear that it was not a technical burglary, so he was let off with a fine, which some newspaper people paid for him, doubtless out of appreciation of the joke. As a matter of fact, it is hard to see how even this was legally liable; and from an ethical standpoint, it might fairly be argued that the Astors are not entitled to any protection from the city all their taxes even being furnished by the labor of other people, who pay these and big rentals in addition for the privilege of using land, the value of which has been created wholly by them and other citizens. Most people would be inclined to look on the affair as a joke on themselves which they would like to be lost sight of, and while not regarding the incident as a pleasant one, would recognize that they had only themselves and their defective establishments to blame for it. But Mr. Astor is highly indignant at so profane an intrusion upon the sacred precincts of a man to whom about one-fifth of the citizens of New York pay daily tribute, and its shock to the exalted nerves of his family, and has insisted upon the man's being arrested again; which was immediately done, the new regime being one of the elevated walks of life.

Next to the Astors and the Rhinelanders, Trinity church is one of the largest landowners in this big town of ours, where landowning is so much more profitable an industry than anywhere else, since our values are ordinarily figured at rates that equal so many million dollars an acre, instead of counting in thousands or hundreds as they do elsewhere. And no landlord of them all can display more typical hoggishness than does this ecclesiastical one, as was recently illustrated again in a dispute which has arisen over the conversion of one of its former graveyards into a public park. This had long been abandoned for interments, but was still used for no other purpose, and the places, at least, of the old graves remained as they had been years ago. Trinity had, of course, sold all of it as burial lots, and for prices that aggregated probably four times the original cost; but under the usual cemetery deeds, which, it seems, convey no fee to the land, but only an exclusive privilege of using it for burial. When it was decided to condemn and convert it, notwithstanding that at this time the church had paid no taxes on it

and that it was sure to reap a benefit in increased value of its large holdings of other real estate in the neighborhood, the church bitterly fought the proceedings until it had secured its full pound of flesh to the tune of something like a half million of dollars for little over a quarter acre of ground. Considering that it was the growth of the city which had produced all this value, it might have been a graceful act to have fully donated it to the city's use; but this idea does not seem to have occurred to the vestrymen.

We have been singularly apathetic to outside events, neither the Czar's death nor the Oriental war awakening more than a flutter of interest, except as to the latter among merchants who trade to any extent with China, which is in rather curious contrast with the days when we were so much further away from the rest of the world and yet so much more keenly interested in their doings. Perhaps it is that familiarity breeds contempt in this as in other things, and that when we can reach out by the cable and know each morning just what has happened across the ocean, we do not look upon those happenings as so eventful. Certainly, a generation ago, the life or death of such a ruler as that of Russia, would have been far more talked about than now; but then it is true also that it would have stirred Europe in a way which seems unthought of now; and perhaps it is only that the world as a whole is coming to the knowledge of how little real importance individual potentates are as compared with the great

mass of the people. But in the events of the East, there is another kind of interest still—not only the collapse of the effete Mongol, but in the progress of Western ideas there, as shown most graphically when we look at pictures of the war and see how far their military instruments, and especially their ships, have advanced from all our childish conceptions.

The semi-barbarous nations are the only ones, however, who are actually using war-ships for their ostensible purpose; a curious instance of what toys our own are having been shown in a recent proposal that the real serviceableness of one of the new cruisers, over which so much fuss has been made, should be tested by setting it to try and catch an Atlantic liner, on one of the latter's ordinary business voyages. We have heard so much talk of the war vessels' phenomenal speed that it is positively ludicrous to see the general doubt expressed as to whether the cruiser could accomplish the very service for which it was supposed to be built, unless specially groomed for the job in a way that would never be possible in actual warfare, and the indignation among the "friends of the navy" at the mere suggestion, and their insistence that the new boats are not toys and, therefore, that it would be beneath their dignity to really test their power for being anything else. It really looks as if somebody was trying to make fun of this institution that we have been spending so much good money on in the last few years.

EDW. J. SHRIVER.

A CURIOUS MAN.

BY R. M. WEBSTER.

In a pleasant part of France there lived and labored a thrifty and enterprising people, who believed in the doctrine that, "every fellow for himself and the devil take the hindmost" is the right rule. It secures the greatest amount of activity, push, thrift and economy. And the fittest come to the front, where they ought to be. It was in this way, so they argued, that each one in the course of a lifetime, gets about what he has earned, or what he deserves.

This was their working principle. Sometimes, in their schools or churches, one would hear a strain of different music. But this was their popular and usual tune.

They were not always consistent, however. For while they would sometimes befriend people, and deliver them out of their distresses, who had fallen into trouble by their own folly or vice, they would repudiate and neglect such as had suffered

by the vice and folly of others, with scarcely a fault of their own.

These thrifty and prudent souls would say, by way of apology for their own selfishness, "O, well; they deserve it, or it would not have come upon them. Men reap what they sow." In which there is usually just enough truth to make a sting.

Sometimes, however, as in Job's case, there is no truth in it at all. Job's three friends assured him that his calamities must be deserved, or they would not have come upon him. Yet the story shows that robbers, cyclones and invisible foes over whom he had no control were the means of his overthrow and misery.

There lived a family called Mintanrue in the country above mentioned, who were famous in all that region for their ability to get on in the world.

It was part of their cheerful philosophy that if, in the struggle to get on, the devil took a good many of the hindmost, it was better so. The devil might know what to do with them; nobody else did. Anyhow, there was no help for it. The procession must proceed, and if any could not keep up with it they must drop out and fall behind, and if the devil saw fit to pick them up, on the ground that he could get something out of them, it was well; for no one else could.

The Mintanrues had possessed themselves of the best of the land and the best of everything. There had been two very successful brothers. They had left, between them, ten sons and daughters who had grown to manhood and womanhood just at the time when steam power began to be applied to machinery, to the exclusion of hand labor.

These ten married whatever property of value they did not possess themselves, and established ten families of thrifty, comfortable, well-to-do people of the upper middle class. From them sprang children and grandchildren in plenty. And certain of the families grew richer and more powerful than their fathers, chiefly by means of the tools and other capital left to them.

Their wealth grew apace. "To him that hath shall be given and he shall have more abundantly, but from him that hath not shall be taken even that which he hath."

They saw to it that whoever was left behind in the race for wealth it should not be they. Not if they could help it by any fair means; and of course "everything is fair in war"—as fair, that is, for one side as for the other. Which consideration is, in some cases, very soothing.

As machinery became more perfect and more expensive, less hand labor was needed, and the more capital it took to own and control a first rate "plant." For the silk industry, for example.

Thus, around the Mintanrues, who lived in palaces, there grew a crop of paupers, whose poverty grew more intense. For the machines did the work, and the paupers were not needed, not by the Mintanrues. These owners could produce more goods than they could sell, without employing half the people who offered.

Now, there was one of these capitalists who had inherited a fortune from one of the ten, who was considered, not to put too fine a point upon it, a little queer.

His name was Volney. His friends called him Volley. But some of them said it should be Folly, because he never attended to business, and he let his partners fatten at his expense; and

because he was always looking after everybody's business but his own.

To be sure, he had, more than once, by his treatment of working men, prevented a strike and saved the men who labored and their employers also from loss and trouble. He had even done for the city and community very notable services. Through him and his sagacity and influence the city had its own water supply and gas works, at only half the cost that other cities were paying to private companies. And it was because he himself—being "on the inside"—had seen a chance to secure the monopoly, along with two or three others, and had deliberately "thrown it away"—that is, had refused to steal what properly belonged to the people, and had secured the people in possession, that one of his own brothers called him a "damned idiot." "Don't you see," said this servant of Mammon "that if we control the water and the light we have control of two of the necessities of life, which *every* family must buy of us and pay as our price? Don't you see that a franchise giving us such control of the streets and common necessities is better than a gold mine? Vol, you're not simply an unmitigated ass, you are a"—as quoted above.

"Yes," said this queer man, calmly. "I saw all that so clearly that I could not and would not see the people legally robbed to enrich two or three families who are already receiving much more than they earn."

On another occasion there were to be sewers constructed, and Volney saw that two or three rich contractors were conspiring to get the job at such prices as to cost the people twice what it should and make themselves still richer. He immediately employed several expert engineers at his own expense, and told them to furnish him with careful estimates. These he published, exposing the plans of the contractors. When the bids were in, these very contractors were found to have put in their bid at just half what they had planned to get. Again, one of his shrewd friends said to him, "Say, old Folly, you have saved the city half a million francs, but you are an intolerable donkey not to have put half of that in your own pocket."

Such queer services did he render the city.

But he did other strange things: Standing one day at a street corner, he overheard a husband and wife who were passing, complain about losing a cow. He sauntered after them and caught the following: "It's no use, Jean, the cow must go, or we shall be turned out. There's no other way to pay the rent this time."

"But we can't live without the cow. We must keep her till you find work again."

Stepping up, quickly, he touched the man on the shoulder, and with the kindest face and tone, asked: "How much will pay your rent and save you your cow?"

"Oh," said the wife, "he has been out of work and we are behind three months. It will take fifty francs."

"Here they are," said the queer man, producing gold and silver from his pocket. He put them into the woman's hand and was gone.

Hearing one of his nephews telling of a workman who had been crippled by an accident, he sought out the home of the sufferer, and found the wife in even more distress than her crippled husband. "O, sir," said she, "you see he won't be able to work for months, and what we'll get from his society will only pay the rent. And how we'll live I don't know."

"Have you nothing laid by?"

"We had, sir, but you know he has never more than six months' work in the year. The mills are closed half the time waiting for orders. The rest of the time is mostly wasted looking for odd jobs, and it's when he has been out of work that we were obliged to use up all our savings."

"Very well," said the queer man, "I have some of the money which you and others like you have earned. You earned it and I have it. I will pay you your regular wages till you are able to work again. Here is a month's pay in advance, I think."

"O, sir," looking at it sharply, "he never got so much as that in a month."

"Just so; he *earned* it, but never got it. *I got it*, or some other rich man."

"I don't understand you, sir; his wages have always been paid."

"Yes; his wages, but not his earnings. Let me explain. I and my father and other friends have great mills and machines. We employ your husband and others to use them and make silk. Each man produces for us, *above all expenses*—other than wages—about twelve francs each day. We pay each man six francs. That six francs is the man's wages. But he *earns* the whole twelve. We pocket six of it, and, having a lot of men and getting six francs of each man's earnings, we get rich and have banks and palaces and fine carriages and make a great show of being very important people. Do you understand?"

The two poor people were so astonished and dumfounded they could say nothing. But the queer man, one of whose curious freaks was his delight in telling the truth, laid the money on the table and said with a kindly smile: "I will not

forget you when the month comes. I am your brother, you know. Goodby!" And he was gone.

One day in a quiet part of the city, Volney, whom his friends called Folly, was nearly hidden by a post as he stood on one side of the street, so that a man on the other side who, looking cautiously around and seeing no one, supposed himself unseen, made off with a sack of flour from a grocer's door. But our queer man saw the theft and when the man who got safely away turned a corner, Volney followed him and kept within sight of him till he saw him enter a wretched place, which proved to be the thief's home.

He entered the house without knocking and said pleasantly: "I have good news for you."

"Who are you?" said the man, in a scared way.

"I am a brother of yours. I see that you are very hungry and your children also," (the two children were devouring the raw flour out of the sack) "and you are troubled because you imagine that you have in your desperation and hunger stolen a sack of flour. Be not disturbed. That flour was yours. I gave it to you the moment I saw you needed it, but could not tell you so quite soon enough. I shall pay for it after we have had our supper and explain it all to the grocer, who is my friend. And he will be glad, and will be your friend also. Now I will go and bring our supper ready cooked." He went. In a few minutes he returned with a basketful.

Despite their tears and fears, his kindness and assurance gained their confidence. And they ate all together and were refreshed.

Then our queer man took his "brother," and they went to the grocer. The grocer knew Volney, and was very pleasant to him, but did not notice the other.

Then our queer man said: "Let me introduce a brother of mine."

"A brother of yours?" said the grocer, perplexed.

"Yes; a brother of mine, and of yours, too. 'One is your Father, and all ye are brethren,' you know."

The grocer smiled a rather sickly smile. But Volney went on. "There is no doubt about the relationship. But we have made so little of it in the case of so many of our brothers and sisters, that we have forgotten it. The result is that a few of us have all the good things, and the many have less than they earn, and some are prevented from earning anything until hunger makes them desperate, and then they help themselves to that which a few of us claim as our own, but which we have neither produced nor deserved, they having earned very nearly all that *we* have as well

as all we have allowed *them* to have. So that if a hungry brother helps himself to a sack of flour to save his starving children, he is not a thief. He is merely taking what is his own—that which, if we, who assume to own everything, had been true and faithful brothers, would have been in his possession, and not in ours. I saw this brother of ours take a sack of your flour, and I said to myself: 'That is a brave man who is doing a desperate thing for his children's sake. I will give him that flour, and if he is the man I think him, I will put him beyond doing such a thing again. It is not we who are called upon to forgive such men. It is they who must forgive us for monopolizing all the means of living, and driving them to madness and violence.'

'Here, my brother, is the money for the flour,' (he handed the grocer the price) 'and I want to pay now for two sacks more, and for whatever

you have that this our brother needs. And I want you to let him have as much as he needs from this on, and when he cannot pay, send your bill to me.'

The grocer, moved by all this, said to the poor man:

'Well, since I am your brother, I must act like one. What can you do?'

'I can do anything. Try me. You shall pay me your own price.'

'But if I am your brother, it must be a fair price—all you earn.'

The queer man shone upon the grocer with a most benignant smile, and said:

'Take my hand and my heart. We are brethren.'

Space, or the lack of it, forbids the telling of other queeresses of this curious man.

There actually is such a man

COPIED.

STRIKES—LEGAL. ILLEGAL.

BY T. W. HARPER, IN LOCOMOTIVE FIREMEN'S MAGAZINE.

Can there be a legal strike? This is an important question, and every man belonging to a union is interested in having the question finally and fully settled. Everyone is interested in knowing whether he can or cannot strike. Employers, as well as employees, are interested in knowing what are the rights of each when differences arise between them. It is proposed in this article to set out, as clearly as possible, the rights of each of the parties in case of a strike.

It has been declared, by a writer on the subject of strikes, (Cogley), that the wit of man could not conceive of a lawful strike. Judge Jenkins concurred in that opinion. Other federal judges, since the passage of the 'Interstate Commerce Act' and the 'Anti-Trust Act,' have been inclined to the same view. See opinion of Judge Spear in the case of *Waterhouse vs. Comer*, and Judge Pardee in *re Higgins*, 27 Fed. Rep., 444. But, to the writer it seems that these decisions were based upon a misunderstanding of what constitutes a 'strike.' They seem to think that there could be no strike without violence or intimidation. The idea of a peaceful strike, being a mere quitting of work, seems never to have occurred to them.

In the argument of the case now known as the Jenkins case, Mr. Clark, of the Conductors, prepared and submitted to the Grand Officers of the various brotherhoods, a definition of a 'strike,' which was adopted by the heads of all the organizations and submitted to the court as their understanding of a strike. It is as follows:

'A strike is a concerted cessation of, or refusal to work until, or unless certain conditions which obtain or are incident to the terms of employment are changed. The employee declines to longer work, knowing full well that the employer may immediately employ another to fill his place, also knowing that he may or may not be re-employed or returned to service. The employer has the

option of acceding to the demand and returning the old employes to service, of employing new men, or of forcing conditions under which the old men are glad to return to service under the old conditions.'

Judge Jenkins refused to adopt this definition of a 'strike' and said that a 'strike' was:

'A combined effort among workmen to compel the master to the concession of a certain demand by preventing the conduct of his business until compliance with the demand. It is idle to talk of a peaceful strike. None such ever occurred. The suggestion is an impeachment of intelligence. All combinations to interfere with perfect freedom upon which such business shall be conducted, by means of threats or by interference with property or traffic, or with the lawful employment of others, are within the condemnation of the law. It has been well said that the wit of man could not devise a legal strike, because compulsion is the leading idea of it. A strike is essentially a conspiracy to extort by violence; the means employed to effect the end being not only the cessation of labor by the conspirators, but by the necessary prevention of labor by those who are willing to assume their places, and, as a last resort, and in many instances an essential element of success, the disabling and destruction of the property of the master; and so, by intimidation and by the compulsion of force, to accomplish the end designed.'

On appeal to the United States Court of Appeals, the court, Justice Harlan, of the United States Supreme Court, delivering the opinion, said:

'If the word 'strike' means in law what the circuit court held it to mean, the order of injunction, so far as it relates to 'strikes,' is not liable to objection as being in excess of the power of a court of equity. But in our judgment the injunction was not sufficiently specific in respect to

'strikes.' *We are not prepared, in the absence of evidence, to hold as a matter of law that a combination among employes, having for its object their orderly withdrawal in large numbers, or in a body from the service of their employers, on account simply of a reduction of their wages, is not a strike within the meaning of that word as commonly used.* Such a withdrawal, although amounting to a strike, is not, as we have already said, either illegal or criminal. In *Farrar vs. Close*, L. R. 4 Q. B. Cases, 602, 612, Sir James Hannen, afterward Lord of Appeal in Ordinary, said: 'I am, however, of opinion that strikes are not necessarily illegal. A strike is properly defined as a simultaneous cessation of work on the part of the workmen, and its legality or illegality must depend on the means by which it is enforced and on its objects. It may be criminal, as if it be a part of a combination for the purpose of injuring or molesting either master or men; or it may be simply, as if it be the result of an agreement depriving those engaged in it of their liberty of action, similar to that by which the employers bound themselves in the case of *Hilton vs. Eckerd*, 6 Ell & Bl. 47, 66; or it may be perfectly innocent, as if it be the result of the voluntary combination of the men for the purpose only of benefiting themselves by raising their wages, or for the purpose of compelling the fulfillment of an engagement entered into between employers and employes, or any other lawful purpose.'

In the *Jenkins* case in the court below, Judge Jenkins had enjoined the employes of the Northern Pacific Railroad Company "from so quitting the service of said receivers with or without notice, as to cripple the property or prevent or hinder the operation of said railroad," the court there holding that the men in employment of a railroad company had no right to combine to quit or strike in a body, even though the strike should be peaceful and unaccompanied by violence. The court of appeals, in passing upon this question, said: "Undoubtedly, the simultaneous cessation of work by any considerable number of the employes of a railroad corporation without previous notice, will have an injurious effect and for a time inconvenience the public. But these evils, great as they are, and although arising in many cases from the inconsiderate conduct of employes and employers, both equally indifferent to the general welfare, are to be met and remedied by legislation restraining alike employes and employers so far as necessary adequately to guard the rights of the public as involved in the existence, maintenance and safe management of public highways. In the absence of legislation to the contrary, the right of one in the service of a quasi public corporation to withdraw therefrom at such time as he sees fit, and the right of the managers of such a corporation to discharge an employe from service whenever they see fit, must be deemed so far absolute that no court of equity will compel him against his will to remain in such service or actually to perform the personal acts required in such employment, or compel such managers against their will to keep a particular employe in their service. It was competent for the receivers in this case, subject to the approval of the court, to adopt the schedule of wages or salaries, and say to the employes: 'We

will pay according to this schedule, and if you are not willing to accept such wages you will be discharged.' It was competent for an employe to say: 'I will not remain in your service under that schedule, and if it is to be enforced I will withdraw, leaving you to manage the property as best you may, without my assistance.' And the court thereupon held that Judge Jenkins had erred in restraining the men from so quitting.

The court also held that if the employes should combine to quit the service of the receivers, *not for the purpose of benefiting themselves*, but simply for the purpose of impeding or hindering the management of the road in the hands of the receiver, that that would be a wrong which could be enjoined against. Upon that point the court said:

"But that is a very different matter from a combination and conspiracy among employes, with the object and intent not simply of quitting the service of the receivers *because of the reduction of wages*, but of crippling the property in their hands and embarrassing the operation of the railroad."

The reason being that in that case they would do an injury to the road without any corresponding benefit to themselves, the quitting simply being done for the malicious purpose of injuring the company. And the court said:

"We do not interpret the words last above quoted as embracing the case of employes who, being dissatisfied with the proposed reduction of their wages, merely withdraw on that account, singly or by concerted action, from the service of the receivers, using neither force, threats, persecution nor intimidation towards employes who do not join them; nor any device to molest, hinder, alarm or interfere with others who take, or desire to take, their places."

In the *Ann Arbor* case decided by Judge Taft, he held that the employes of a railroad company had, at any time, the right to quit the services of the company, but that if they remained in the service of the company they had no right to refuse to haul the cars of another company, because that would be a boycott and not a strike, and in the 23d Fed. Rep. 547, the court said:

"Anybody has a right to quit work, but in interfering with other persons working and preventing the owners of railroad trains from managing those trains as they see fit, there is where the wrong comes in."

In the case of the *United States vs. Kane*, Judge Brewer held that "Every man has the right to work for whom he pleases and go where he pleases and do what he pleases, provided in so doing he *does not trespass on the rights of others*."

In the *Ann Arbor* case above referred to, the language of the court is, "Herein is found the difference between the act of the employes of the complainant company in combining to withhold the benefit of their labor from it, and the act of employes of the defendant companies in combining to withhold their labor from them; that is the difference between the strike and the boycott. The one combination, so far as its character is shown in the evidence, was lawful, because it was for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable, and on the best terms."

In the recent case of Thomas vs. Cincinnati, etc., Railroad, which was a proceeding for contempt against one Phelan, who was a member and organizer of the A. R. U., the Cincinnati, N. O. & T. P. Ry. Co. was in the hands of the receiver. The American Railway Union had a grievance against one George M. Pullman on account of his treatment of the employes in the car shops at Pullman. Phelan induced the employes of the receiver of the said railway to quit the service of the receiver because they were hauling Pullman cars. The men on that road were not in the employment of Pullman, and in no way sustained any relations to him as employer or employee. They had no grievance against the receiver of the road in whose employ they were, but went out on what is called a "sympathetic strike."

Judge Taft, in rendering the opinion sentencing Phelan to six months in jail for interference with a road in the hands of the receiver, said: "Now, it may be conceded in the outset that the employes of the receiver had the right to organize into or to join a labor union which should take joint action as to their terms of employment. It is of benefit to them and to the public that laborers should unite in their common interest and for lawful purposes. They have labor to sell. If they stand together, they are often able, all of them, to command better prices for their labor than when dealing singly with rich employers, because the necessities of the single employe may compel him to accept any terms offered him. The accumulation of a fund for the support of those who feel that the wages offered are below market prices, is one of the legitimate objects of such an organization. They have the right to appoint officers who shall advise them as to the course to be taken by them in their relations with their employer. They may unite with other unions. The officers they appoint, or any other person to whom they choose to listen, may advise them as to the proper course to be taken by them in regard to their employment. It follows, therefore (to give an illustration which will be understood), that if Phelan had come to this city when the receiver reduced the wages of his employes by 10 per cent., and had urged a peaceable strike, and had succeeded in maintaining one, the loss to the business of the receiver would not be grounds for recovering damages, and Phelan would not have been liable

to contempt, even if the strike much impeded the operation of the road under the control of the court. His action in giving the advice, or issuing an order based on unsatisfactory terms of employment, would have been entirely lawful. But his coming here, and his advice to the Southern Railway employes or to the employes of other roads, to quit, *had nothing to do with their terms of employment. They were not dissatisfied with their service or their pay.*"

The court proceeds to discuss the objects of the A. R. U. in attempting to cause the employes of the railway to quit when they had themselves no cause for striking, except out of sympathy for the Pullman strikers, and says that "such a combination is unlawful." He says, "It was a boycott. The employes of the railway companies had no grievance against their employers. Handling and hauling Pullman cars did not render their service any more burdensome. They had no complaint against the use of the Pullman cars as cars. They came into no natural relation with Pullman in handling the cars. He paid them no wages. He did not regulate their hours, or in any way determine their services. Simply to injure him in his business, they were incited and encouraged to compel the railway companies to withdraw custom from him by threats of quitting their service, and actually quitting their service. This inflicted an injury on the companies that was very great, and it was unlawful, because it was *without lawful excuse*. The distinction between an ordinary lawful and peaceable strike entered upon to obtain concessions in the terms of the strikers employment, and a boycott, is not a fanciful one."

The court then proceeds to show that a boycott is illegal.

Boycotts have always been held illegal. They were so before the passage of any act of congress on the subject of inter-state commerce.

From the foregoing statements and authorities it will be seen that strikes may be lawful, as where they quit employments peaceably and for the purpose of bettering their own condition. Then strikes are illegal where they quit not to better their own condition, but out of sympathy for other people, in which case the "strike" is not in fact a strike, but a boycott.

Heredity.

Your strictures are unmerited,
Our follies are inherited,

Directly from our gram'pas they all came;
Our defects have been transmitted,
And we should be acquitted

Of all responsibility and blame.

We are not depraved beginners,
But hereditary sinners,

For our fathers never acted as they should;
'Tis the folly of our gram'pas
That continually hampers—

What a pity that our gram'pas weren't
good!

Yes, we'd all be reverend senators,
If our depraved progenitors

Had all been prudent, studious and wise.
But they were quite terrestrial,
Or we would be celestial.

Yes, we'd all be proper tenants for the
skies!

If we're not all blameless sages,
And beacons to the ages,
And fit for principalities and powers,
If we do not guide and man it,
And engineer the planet,

'Tis the folly of our forefathers—not ours
—Mildred Lancaster in *Home and Country*



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E. E. CLARK, EDITOR-IN-CHIEF.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

B. R. T. vs. P. & R.

In the controversy between the Brotherhood of Railway Trainmen and the Philadelphia and Reading Railway Company, before Judge Dallas, up to the time of writing but little that is new has developed.

At the conclusion of the arguments, Attorney Rawle for the Brotherhood asked for and received permission to amend their petition.

Amendments were filed setting forth the belief on part of petitioners that there were large numbers of the employes of the P. & R. who were members of labor organizations at the time of the appointment of the receivers; that that fact was known to General Superintendent Sweigard and other officials of the company; that notwithstanding this knowledge, neither the receivers nor the company have (until the action which causes this suit) taken any action attempting to enforce any order prohibiting membership in a labor organization, and that between 600 and 700 of the employes of the receivers now hold membership in some Brotherhood or other labor organization.

The receivers, answering, deny that any knowledge that their employes were members of a labor organization was possessed by the higher officials or by the receivers; that there has been no relaxation in enforcing the rule against membership in labor organizations, with the knowledge of the higher officials of the company; that all who entered the service of the company have been required to sign the agreement to forswear all allegiance to any organization and to refrain from becoming a member of same; and deny that any such number of their employes belong to labor organizations as claimed.

Will the court uphold its officers in depriving their employes of the privileges specifically declared as lawful by United States statute? Would the court uphold its officers in re-

quiring their employes to forswear allegiance to any church or form of religion? Would the court uphold its officers in enforcing another one of "Whiskerandos" Bonzano's orders directing how the hair and whiskers should be trimmed or worn? If it is agreed (and we believe it is) that the receivers are officers of the court, and all employes under them are *pro hac vice* officers of the court, in consistency and fairness let the court exercise some of its power or authority in protecting those employes in their individual rights. The points at issue in this cause are clearly and forcibly set forth in the letter addressed to Judge Dallas by Attorney General Olney and Judge Dallas' answer, by his decision, of Mr. Olney's question: "Will the court now lay down the rule that members of the Brotherhood of Trainmen shall, because they are such members, be discharged from the service of the road?", is watched for with intense interest. If answered in the affirmative, such answer should not be accepted as final.

ADDENDA.

Since above was written the petition of the complaining employes has been dismissed by Judge Dallas.

This Judge had already decided (in opposition to decisions before rendered by eminent judges), that the Brotherhood and its representatives had no standing in court and could not be recognized by the court.

He now decides that it is consistent and proper for officers of the United States to remove from their service competent employes because the employe is, and desires to remain, a member of an organization which is not unlawful or for an unlawful purpose. If the property were not under the protecting wing of the United States government, operated by the government in the interest

of its creditors, the employe would have no right to expect any protection from the courts and would have to submit unless he could find protection elsewhere.

The principal objection which seems to be entertained by the Judge against the Brotherhood is that it is an unincorporated association. Truly this is a "corporation" age, and we can see so much of promise in incorporating our organizations that we earnestly hope to see every member gird on his armor and stand ready to assist in the fight. We hope to see the organizations unitedly bring to bear their influence to secure the passage of such laws as may be necessary to place the incorporated organization of brain, of muscle, of flesh and blood, of human life and human souls, upon as fair and liberal a basis as the incorporated organization of money rests upon. The interests of the two should not be assimilated, but for the purposes of this hearing it cannot be objected to. If not discriminated against, the labor organizations, incorporated or unincorporated, will care for their own interests without the assistance of special or class legislation.

There can be no doubt but that by earnest and undivided effort the passage of such law as may be necessary can be secured. Labor has the power and the opportunity. Will it use it?

The whole history of labor and its troubles, of late years, points out to us the necessity of adopting advanced ideas and policies. There is an old saying that one must "fight fire with fire." Let us act on that suggestion, and, after securing the same security under the law as is enjoyed by other incorporated bodies, incorporate and meet the issue fairly, standing on a common plane with our opponent, whoever he may be, and adopting the same tactics we have to contend against.

Judge Dallas evidently considered that his decision needed some apology as an accompaniment, and he endeavors to throw a sop in the following:

"The rule complained of by the petitioners was promulgated as long ago as the year 1887, and the receivers emphatically assert their belief, which is not controverted, that no employe has since entered the service in ignorance of its existence or joined the Brotherhood of Railway Trainmen without being aware that by so doing he violated it.

"It is possible there may be a few men—there cannot be many—to whom the strict enforcement of the rule would occasion some hardship. But no such case has been made known and the answer of the receivers displays no vindictive feeling or disposition to harshness. I have no hesitation in relying upon them to deal fairly and discriminatingly with any case which may reasonably call for peculiar consideration."

The receivers assert the belief that no employe has been allowed to enter their service without signing the "agreement;" they assert that there has been no relaxation in enforcing the rule against membership in a labor organization, and declare their intention to require every employe to sever his connection with the company or with such labor organization as he may be a member of, and the judge of a court in equity says he has "no hesitation in relying upon them to deal fairly and discriminatingly with any case which may reasonably call for peculiar consideration."

The hyena may also be expected to "deal fairly and discriminatingly" with such of the animal kingdom as he feeds upon, if he comes across a "case which may reasonably call for peculiar consideration."

The "consideration" of the Judge in commending the employes to the tender mercies of the officials of the P. & R. is truly "peculiar."

We have reverence for law equaling that which prompted Abraham Lincoln to say:

"Let reverence of law be breathed by every mother to the lisping babe that prattles on her lap; let it be taught in the schools, seminaries and colleges; let it be written in primers and spelling books and almanacs; let it be preached from pulpits and proclaimed in legislative halls, and enforced in courts of justice; in short, let it become the political religion of the nation."

Law is, however, supposed to be based in justice, and it will be a sorry day for the nation if the people generally are forced into an acceptance of the theory that the law is not applied alike to the rich and the poor.

REPORT OF THE NATIONAL STRIKE COMMISSION.

The strike at Chicago has been, in a great measure, the thought centre for the labor world during the past year, and it was no more than natural that the report of the commission appointed by President Cleveland to investigate it, should be awaited with much interest. This report was handed down on the 14th ult., and was read with great eagerness in all portions of the country. Its length precludes the possibility of its reproduction entire, but a brief resume of its

more salient features may not be without interest and value to our readers, even at this date.

After the usual purely formal references to the authority under which the commission was appointed and operated, the report takes up the history of the strike generally from its inception, reciting the "losses and crimes" caused and committed through it and the number of military, police and deputy marshals called upon to assist in preserving order. An extended history of "Pull-

man's Palace Car Company," of "The American Railway Union," and of "The General Managers' Association," follows, with some general discussion of their right and wrong doing interpolated, after which the history of the strike is resumed in particular, the actions of each of the three parties in interest being considered under separate headings. In this there is nothing more than has been given by all the newspapers of the country, times without number, and nothing that is not familiar to all. The conclusion of this section of the report, however, will be found worth reading, being as follows:

The participation of strikers in riotous proceedings is another and more serious matter. As to this, the commission has before it not only the evidence of parties interested for or against the strikers, but a vast amount of testimony from disinterested sources. Among these are the mayor and the officials of the police and fire departments of Chicago and the reporters of the newspapers of that city representing all shades of opinion as to the strike question. These latter witnesses were in the midst of the occurrences from day to day, and observed events with keenly trained faculties. From this testimony it is fair to conclude that strikers were concerned in the outrages against law and order, although the number was undoubtedly small as compared with the whole number out. The strikers' experience and training were to be seen in the spiking and misplacing of switches, removing rails, crippling of interlocking systems, the detaching, side tracking, and derailing of cars and engines, placing of coupling pins in engine machinery, blockading tracks with cars, and attempts to detach and run in mail cars. The commission is of opinion that offenses of this character, as well as considerable threatening and intimidation of those taking strikers' places, were committed or instigated by strikers.

The mobs that took possession of railroad yards, tracks, and crossings after July 3, and that stoned, tipped over, burned, and destroyed cars and stole their contents, were, by general concurrence in the testimony, composed generally of hoodlums, women, a low class of foreigners, and recruits from the criminal classes. Few strikers were recognized or arrested in these mobs, which were without leadership, and seemed simply bent on plunder and destruction. They gathered wherever opportunity offered for their dastardly work, and, as a rule, broke and melted away when force faced them. In the view that this railroad strike was wrong; that such mobs are well known to be incidental to strikes, and are thereby given an excuse and incentive to gather and commit crime, the responsibility rests largely with the American Railway Union; otherwise that association, its leaders, and a very large majority of the railroad men on strike, are not shown to have had any connection therewith. Labor advocates contend that strikes are the last resort; that they are the industrial war measures of labor to assert and obtain the rights which humanity, morality, and changed conditions demand; that labor cannot otherwise arouse interest in its demands, and that, hence, labor is no more responsible for the public disorders and calamities that attend strikes, than are the employers who provoke them. Many impartial observers are reaching the view that much of the real responsibility for these disorders rests with the people themselves and with the government for not adequately controlling monopolies and corporations, and for failing to reasonably protect the rights of labor and redress its wrongs. None assert that laws can completely remedy contentions as to wages, etc., but many do insist that something substantial can be accomplished in this direction if attempted honestly, reasonably, and in good faith.

In summarizing their report the commission find encouragement in the general condemnation of all forms of warfare between employer and employee, as expressed to them by substantially all the men who stand in the very front ranks of the labor forces in this country to-day. Strikes, boycotts and lockouts are condemned as "barbarisms unfit for the intelligence of the age, and as, economi-

cally considered, very injurious and destructive forces." The right of labor to organize and the need for unity of action within such organization, are regarded as established, practically beyond question. The subject of universal government ownership is considered and set aside as being "too vast, many-sided, and far away, if attempted, to be considered as an immediate, practical remedy." The need for some form of compulsory settlement in case of trouble between employer and employee, is argued at considerable length, the result being found in the first of the "conclusions" with which the report ends, reading as follows:

That there be a permanent United States strike commission of three members, with duties and powers of investigation and recommendation as to disputes between railroads and their employees, similar to those vested in the Interstate Commerce Commission, as to rates, etc. That, as in the interstate commerce act, power be given to the United States courts to compel railroads to obey the decisions of the commission.

It will at once occur to all who have given the subject thought, that if the new commission, when formed, has no better success in compelling the roads to obey its mandates than has the interstate commerce commission, it will speedily be reduced to the sole function of collecting statistics. There is much of good in the second subdivision of this recommendation, which is:

That, whenever the parties to a controversy in a matter within the jurisdiction of the commission, are one or more railroads upon one side and one or more national trade unions, incorporated under chapter 567 of the United States Statutes of 1885-86, or under state statutes, upon the other, each side shall have the right to select a representative, who shall be appointed by the President to serve as a temporary member of the commission in hearing, adjusting, and determining that particular controversy. (This provision would make it for the interest of labor organizations to incorporate under the law and to make the commission a practical board of conciliation. It would also tend to create confidence in the commission, and to give to that body in every hearing the benefit of practical knowledge of the situation upon both sides.)

As a means of reinforcing these provisions, it is suggested that in all cases referred to the commission both parties be required to maintain their old relations, the roads keeping the men in their employ at least six months after decision, and the men giving at least thirty days' written notice before quitting.

Secondly, the report recommends that labor organizations rigidly expel all members concerned in any form of violence or intimidation during a strike; "also that members shall be no more personally liable for corporate acts than are stockholders in corporations." This last suggestion is good, so far as it goes, but is not complete until it provides that an incorporated labor organization is no more liable for the acts of its individual members than is a railway corporation for the acts of its individual stockholders. Upon the question of license the commission makes no formal recommendation beyond the need for its

careful consideration. The states generally are urged 'to adopt some such system of conciliation and arbitration as is now in force in Massachusetts, and to make illegal all laws limiting in any way the right of the men to organize.

The press generally have criticised the report on account of inconsistencies between the evidence submitted and the findings of the commission. Open letters have been addressed to the commission pointing out these inconsistencies, the most glaring being the statement, "Throughout the strike the strife was simply over handling Pullman cars, the men being ready to do their duty otherwise." On the contrary, it is a fact, known to all, that hundreds of men absolutely refused to perform their duties when such duties were in no way connected with the handling of Pullman cars, and this action extended to roads upon which Pullman cars are not used.

There is much of good in this report, but to us it seems that the vital point in all the matters submitted to these gentlemen for consideration, has been completely ignored. We did not then nor do we now believe that there was any link connecting the Pullman employes closely enough with the railway employes to justify the latter in taking up the cause of the former and precipitating this war. The question is not (nor has it at any time been), were the Pullman employes justified in striking? But, was there justification for the strike on part of railway employes not in any way connected with the Pullman Company, and in direct and open violation of agreements entered into in good faith? We search in vain through their voluminous report for the expression of an opinion or even direct mention regarding this all important point.

THE TENTH PLANK.

The platform, now under discussion by trades unions who are affiliated with the American Federation of Labor and which will be passed upon by the fourteenth annual convention of that body at Denver, during the present month, in full, is:

1. Compulsory education.
2. Direct legislation.
3. A legal eight hour work day.
4. Sanitary inspection of work shop, mine and home.
5. Liability of employers for injury to health, body or life.
6. The abolition of contract system in all public works.
7. The abolition of the sweating system.
8. The municipal ownership of street cars and gas and electric plants for public distribution of light, heat and power.
9. The nationalization of telegraphs, telephones, railroads and mines.
10. The collective ownership by the people of all means of production and distribution.
11. The principle of referendum in all legislation.

These propositions furnish material for study, thought and discussion, unlimited. Some of the planks propose reforms which are so sadly needed and which must prove so purely beneficial that he who would oppose, must of necessity, search carefully for a peg upon which to hang his argument. Among these are the first, third, fourth and seventh.

We do not favor direct legislation because the privilege of franchise is held too lightly by the average voter. We do not want thoughtless ex-

periments in legislation and we believe it better to leave that work to representatives chosen for the purpose, bending our energies toward reform in this connection, in the direction of a more careful choice of representatives. Our good friends who advocate the "initiative and referendum" tell us that the more the right of franchise is exercised the higher will be the standard of intelligence under which it is exercised. This is true if the voters would study the questions, and fit themselves to pass intelligently upon those referred, but we believe they will not do so. A man desirous of becoming a skillful athlete, fits himself by patient and regular physical exercise, training, dieting and selfdenial, and finally, his splendid physical condition, as well as his feats of strength, command our admiration. We know that if we would apply ourselves in the same way and with the same degree of perseverance, we could develop much of that same strength and health; but, do we do it? No! We have not the time; it is too much trouble; there is no money in it for me; and a hundred other reasons are assigned. We fear if this plan becomes law, the army of indifferent, stay-at home voters will be largely increased.

Whenever the employer is responsible for injury to health, life or limb, on account of neglect, on his part, to furnish every known means of avoiding the same, or where for any plausible reason, responsibility can be traced to his door, the proposition in plank five should apply.

If all government contract work is to be full of "blow holes," it would be well to adopt plank six, but would not its adoption kill a large

amount of competition? And with competition removed, would not the same corruption and indifference creep in?

We have expressed our opinion before, opposing the idea of nationalizing railroads.

The question in plank eight is, in a degree, the same as that contained in plank nine.

The plank which contemplates the most radical changes and which contains more of danger and viciousness than all the rest of the platform put together, is plank ten. This plank means nothing, more nor less, than state socialism, a policy that we do not believe the American people are willing to experiment with. We do not believe it is necessary to the welfare of any large number of the people. We do not believe that it would be productive of any good to the people at large. It sounds very nice to talk about "ownership by the people of all means of production and distribution." The idea is naturally carried with it that all of the people would have a voice in conducting its affairs more than they have at the present time. In arguments in support of this plank it is admitted that it would not be possible under our union of states, but it is argued that the state lines could easily be erased and affairs be directed from a central government, and there is unmasked the anarchy sought to be cloaked by socialism. Put into practice, it would mean that the people at large would have much less to say in the conduct of their affairs than they have at the present time. The tenth plank is based on the idea that the means of production and distribution are naturally the property of the human race and that every individual has a right to a share therein. Paternalism on the part of the general government can never be productive of the highest good to the individuals who go to make up the government. When the most liberal opportunities consistent with good government have been opened to each of the citizens, the whole has done for the individual all that can be consistently done, and he must, after that, depend upon his individual efforts. The advocates of socialism and of a co-operative commonwealth, tell us that under that plan every man will do what he chooses to do, that all will be a part of a community, each performing his proportion of the labor necessary to the highest welfare of the community. We have never yet seen any proposition in this connection which pretends to furnish a means of compelling the drones to work, and that there are at the present time a very large number of honest, industrious workmen who are unable to find employment, does not alter the fact that at the same time we have a large number of able-bodied men who

would not work if work was offered them. Is it proposed to pattern after the honey bee and put the drones to death?

A conviction has taken firm root in the minds of the people that the laboring and producing classes have not been receiving and are not now receiving their fair proportion of the wealth which they create. In that conviction we share, and the supreme question at this time is, what are the best means, possible of adoption, through which to bring about that condition of affairs which should obtain and secure for the producers their fair proportion? Under our form of government abuses have grown up. There is undoubtedly much that is wrong, but whatever is wrong is the growth of years, and it is so because the American people have been so busy making money and have felt so sure that good times had become chronic, they have not noticed the growth. They have been and are so far ahead of the rest of the world, that laws framed by our forefathers and which have proved adequate in the emergencies which have heretofore confronted us, are, under changing conditions, no longer sufficient to meet the wants or satisfy the righteous demands of the people.

We hear a great deal as to methods and means of rectifying the evils and remedying all that is wrong. We are told on the one hand that all that is necessary is free coinage, and on the other hand, that all that the country needed to redeem it from the difficulties in which it found itself, was the repeal of the Sherman law. One party tells us that immediate emancipation from all our wrongs will follow the adoption of the policy of free trade, while another party tells us that our only salvation lies in the direction of a high protective tariff. One party tells us that our legislators are corrupt and that they are no longer to be trusted, and that we must take legislation in our own hands. Another tells us that the wrongs of the people will be righted and the evils that exist will be remedied by gathering up an immense army of the unemployed and marching them to Washington for the purpose of entering them there as a living protest against certain evils, and demand for legislation upon certain lines. One party tells us that all of the ills which the American people suffer will be promptly cured by the adoption of "the single tax" system, and another party tells us that all that is necessary to bring about a comparative millennium is "the ownership by the people of all means of production and distribution." None of these theories will cure what is wrong or bring about a condition of affairs that will satisfy the American people any more than the various patent medicines which we see

advertised every time we open a newspaper, will cure all of the long list of diseases which they are recommended for and guaranteed to cure. What is wanted above all else is honest, incorruptible legislators, and an unbiased judiciary. The idea that it is necessary for a congressman or a United States senator to spend each year a great deal more in maintaining himself in the accepted style in Washington, than his salary as a national legislator amounts to, should be dispelled. Men who have demonstrated the fact that they have the interests of their fellow men and of their associates at heart, should be sent to the legislative halls to protect and further the interests of the masses, instead of filling those halls with millionaires whose interests are entirely with the classes.

We would adopt most heroic measures in purifying American politics. The immense appointive power vested in the executive of the United States government and the unreasonably liberal laws of the states, governing corporations, are the means of bringing more corruption into American politics than all other things put together. We believe in the wise exercise of the franchise on the part of every intelligent citizen. We believe that a man who would purchase or sell a vote, in a legislative body or out of it, should be disfranchised for life and, if necessary, branded so that he might be known of all men. We band ourselves together into labor organizations, and we protest strenuously (and rightly) against the dismissal of one of our members unless it is clearly shown that he has been guilty of some act which fully justifies such action, and at the same time neglect to regis-

ter our protest against the policy of indiscriminate dismissal of efficient, faithful, competent office holders or employes of the government for no other reason than that their political faith is of a different complexion to that of the party in power, and because those who manage the affairs of the parties demand that "to the victor shall belong the spoils." Have we any right to assume that these conditions will be improved under "nationalization of telegraphs, telephones, railroads and mines," or "the collective ownership by the people of all means of production and distribution"? Unless this theory of state socialism can change human nature, the conditions would grow tenfold worse under its rule.

It is pleasing to note that in many places the "tenth plank" has been pronounced against. In submitting the proposition to discussion and vote, it is done under the "Whereas, the trade-unions of Great Britain" have adopted certain lines of action, and "Whereas, such action has resulted in the most gratifying success," and the declaration that their position is based upon the platform copied at the beginning of this article. It is possible that that is true in Great Britain. It might be true in Germany, in France or in Russia. This theory will not be accepted by the true American except under compulsion. It can only be established through confiscation and ruthless trampling upon rights which have always been recognized as sovereign. Does any thinking man suppose, even for a moment, that the American people will submit to that and declare that the work of the founders, supporters and saviors of the republic has been in vain and upon mistaken lines? We want evolution, not revolution

There is much of hope in the present revival of business for the railroad man. When the stringency began something like a year and a half ago there was an almost immediate cessation of all kinds of construction, and a system of the most rigid economy was inaugurated in every department of railroad work. This naturally was felt most acutely by the employes, and has occasioned them no little loss. No particular branch of business has responded to the improved conditions more readily than the railroads, and the results are already being felt throughout the country. Every issue of the daily papers contains accounts of new roads being projected and of improvements contemplated to those now in operation. Every mile of new road means employment for more men, and when we add to the ones thus provided for those who are constantly being taken into service again because of increase in the regu-

lar business, it gives to all cause for encouragement.

The report of Postmaster General Bissell, recently made public, recommends some changes in the postal laws that congress may consider with profit. There can be no question but the laxity of the laws, as they now stand, permits great abuses through the rates allowed the newspapers and periodical publications. A wise public policy demands that the newspapers, periodicals and all legitimate publications of that class, be carried at the lowest possible rate, they being among the most necessary of the educational and pleasure giving factors of modern civilized life. This was unquestionably the purpose of the laws under consideration, and in so far as they carry out that purpose they will hardly be subject to criticism. Either through loose construction or inconsider-

ate rulings on the part of the heads of the department, the limits have been extended far beyond the original intention, until now the mails are loaded down with an enormous amount of matter never intended by the framers of the law to be taken under the newspaper rate. The time has come when this wrong should be righted and the line be sharply drawn between the publications legitimately in this class and the concerns that are daily clogging the mails and adding to the annual deficit the people are called upon to pay, without being in any way entitled to the service.

It has been but a short time since the newspapers of the country were heralding abroad the cheering intelligence that the bakers in the large cities had cut the price of their bread in half, thereby doing much to ameliorate the condition of the unfortunate poor in those communities. Now the word comes from New York that some six hundred flouring mills have entered into a combination and have shut down in the hope of being able to restore the price to its old basis. So far as the outsider can see there was absolutely nothing in the market conditions to warrant this action. The price of wheat never ranged so low, and the cost of manufacturing and handling has never been so small a per cent. of the total. The demand, both foreign and domestic, has steadily increased, leaving no excuse for the action save the unlimited greed of those in the combination. It may be no worse for the millers to thus force up the price of one of the necessities of life and grind additional gain out of the helpless and unfortunate, than it is for the meat packer and coal operator, but it seems to appeal more directly to the sympathies of the people when the loaf of the poor man is made the subject of such an unholy combine. Public sentiment is steadily growing stronger in condemnation of all attempts to force tribute from the common people, and every such instance as this but adds to the bitterness of the feeling. A day of final settlement is surely approaching, and these gentlemen will have nothing but their own unbridled rapacity to thank if, on that day, their payment should seem to them to be beyond the measure of their iniquity.

How often do we see what might be laudable reform movements brought into disrepute and ideas which in themselves are good and for good, held up to ridicule as a result of the extreme opinions which prompt and control the actions of those who interest themselves in the movement. There is no grander reform idea than that of temperance, but no real good can come to the temperance cause by such actions as have been in-

dulged in by the W. C. T. U. over the christening of the St. Louis. The appeal to Mrs. Cleveland to refuse to use a bottle of wine for that purpose, was nothing short of fanaticism. Mrs. Cleveland has long since given ample proof of her belief in temperance, and her loyalty to the temperance cause. She gave additional evidence of her good sense by christening the St. Louis with the contents of the bottle furnished her for that purpose by those whose guest she was. The adoption of resolutions condemning her action, by the W. C. T. U., or any part of it, is an exhibition of bad taste, bad temper, as well as poor judgment, and it leads us to suggest that it is well to be temperate in other things as well as in the use of intoxicants. "Consistency, thou art a jewel."

As we write, the columns of the daily press bring to us sensational reports of efforts being made to secure the defeat of Mr. Gompers in the race for the presidency of the American Federation of Labor. The burden of these reports is to the effect that the dissatisfaction with Mr. Gompers' administration is chiefly on account of his position when appealed to, to direct or advise a general strike, on part of the members of the organizations which make up the Federation, in sympathy for and support of the employes of the Pullman company, and such railway employes as had already struck in sympathy for the Pullman employes.

The position taken by Mr. Gompers and his associates was given to the world, and was endorsed by all the better class of newspapers and trade journals. The position was sensible and the ground taken tenable.

The claim is advanced that in this action the will of the membership was not expressed. We presume this was true so far as it applies to a part of the membership, but are unwilling to believe that any large portion of the membership failed to endorse Mr. Gompers' action or were itching for a sympathetic strike. If they were they differed very widely from the membership of the Knights of Labor, who with practical unanimity ignored the bugle call of Mr. Sovereign ordering them to strike.

Mr. Gompers is conservative, but not unreasonably or dangerously so. If it be true that the membership of the A. F. of L. generally clamor for his official decapitation for the reasons given, the dissolution of the Federation, as a result of intemperately radical action, is assured in the near future. We have met Mr. Gompers, and entertain a very kind and friendly feeling for him, as well as for Mr. Maguire, of the United Brother-

hood of Carpenters and Joiners, who is criticised with equal severity in this same connection. This will not appear until after the election, so it cannot be considered as campaign matter or interference in the affairs of the Federation. We have an abiding faith in the perspicacity and level-headedness of the representatives who will make up the convention of the A. F. of L., and predict a strong vindication for Mr. Gompers and his official action.

Judge A. J. Ricks, who first became a national character through his connection with the Ann Arbor strike, is now being brought to book, and, judging from present indications, his past record will eventually be shown to be in perfect keeping with his arbitrary action in that case. It will be remembered that the railroads then found in him a pliant tool for the carrying out of their purposes, his ride to Toledo in their private car no less than the orders there issued at their command, after a star chamber hearing, bringing down upon him general condemnation. Some time after that the charge was openly made that irregularities had been found in his accounts when serving as clerk of the court, before his elevation to the bench, and a committee was appointed by congress to investigate the matter. Something of the results of this investigation may be gathered from the following associated press dispatch, sent out from Cleveland under date of Nov. 27. last:

"Under a searching cross-examination by Chairman Bailey, of the congressional committee, Judge A. J. Ricks hesitated this afternoon and finally pleaded ignorance of the law regulating the collection of fees, the misappropriation of which is charged. There was consternation among the six lawyers who are defending the

judge, and a lively tilt between Mr. Bailey and Judge Stevenson Burke followed, in which the latter came out second best. The hearing was resumed at 2 p. m., with the court room crowded to the doors. Miss Minnie Lillis, who was employed by Judge Ricks to make the record in the Birdsell cases, testified that she had signed a voucher for \$300 for work done by herself in making the records of the Birdsell cases, when, as a matter of fact, she had received but \$153 for the work. Judge Ricks was called to the witness chair, and admitted collecting clerk's fees after quitting the office, in accordance with a usual custom. The evidence all being in at 5 o'clock, the committee adjourned, after allowing Judge Ricks' attorneys fifteen days in which to file explanations of the various charges and briefs with the committee in Washington."

Placing the most favorable construction possible upon this evidence and admitting, for the sake of the argument, that whatever mistakes may be found resulted purely from ignorance, the common people may still be allowed to ask how a man who did not know enough law to run the office of clerk without being in constant danger of prosecution, could be expected to confer any great honor on the bench. If he knew no more law than his confession would prove, what weight should be given his decisions when the rights of hundreds of men and immense property interests were involved? It has been well said that "the chief and enduring safeguard of our national institutions is to be found in a learned and upright judiciary," and so long as our judges merit that description they will meet with universal respect and obedience. Every taint upon the ermine, however, tends to destroy the reverence that should surround the office of judge, and is a public calamity to be greatly deplored.

COMMENT.

The report of the strike commission is a document that ought to be in the hands of every person in the United States who is in any way interested in the labor question. And who is not? Never before has a government commission completely recognized the fallacy of applying the standard, *laissez faire*, economic doctrine to present industrial conditions, nor fully admitted the complete break-down of the theory of competition through the perversion of the laws of supply and demand by the employers of labor. In this respect, the report of the strike commission is unique, and we may hope that it marks a new era in the treatment of industrial matters in

the United States. Putting on one side all reference to the Pullman matter, the most suggestive fact brought out by the commission, and the one that most vitally concerns the welfare of railway employees, is that among the twenty-four roads represented by the General Managers' Association, operating nearly forty-one thousand miles of track, capitalized for more than two billion dollars, and having more than two hundred thousand employees, competition in all matters affecting labor and wages has practically ceased. "They have ceased competing with each other; they are no longer twenty-four separate and competing employers; they are virtually one." This substi-

tion of combination for competition in matters affecting labor, is by no means confined to the twenty-four roads represented by the association, but is constantly advancing so as to cover the whole field of railway labor supply. The report notes that "the action of the association has great weight with outside lines, and thus tends to establish one uniform scale throughout the country," and remarks: "That the further single step of admitting lines not running into Chicago to membership would certainly have the effect of combining all railroads in wage contentions against all employes thereon." The law of competition as it is constantly being applied to workmen, does not contemplate any such condition as this, and glittering generalities about the benefits of competition serve no purpose whatever, save to discredit competition, while the condition exists. The laws of supply and demand can work naturally only when there is "competition for labor between those who 'demand' it as well as among those who supply it," and the report points out that, "While competition among railroad employers of labor is gradually disappearing, competition among those who supply labor goes on with increasing severity." It is this perversion of economic laws, sound in themselves, that has turned the doctrine of *laissez faire* into a howling farce, and made the word "individualism," a stench in the nostrils of honest men. The report speaks of "stimulating legislative conditions" in connection with those combinations of capital; are railway employes prepared to combat those combinations that are slowly but surely depriving them of all vestiges of independent manhood by securing "stimulating legislative conditions" for themselves? "In view of this progressive perversion of the laws of supply and demand by capital and changed conditions," says the report, "no man can well deny the right nor dispute the wisdom of unity for legislative and protective purposes among those who supply labor." It were certainly folly to deny that there is both right and wisdom on the side of any movement for the unity of railway labor to combat these conditions; the assertion of such right and wisdom is superfluous; but of what avail is it that right and wisdom point the way? What benefit is it to concede this much to railway employes when they refuse to recognize the trend of industrial evolution, as it has been pointed out by social reformers for years past? Even now we hear leaders speak of the interests of employes and employers as being *identical*. It should be understood that as long as the theory of competition holds sway, and in so far as it is attempted to be applied to these divergent conditions, the interests of railway em-

ployes and their employers are *not identical*. The sooner that fact is recognized and acted upon, the better it will be for railway employes.

* * *

As long as labor is treated as a commodity there can be no such thing as identity of interests between employers and employes. No amount of word jugglery can alter the facts. It is the interest of buyers to buy cheap; of sellers to sell dear. There is no process by which these divergent interests may be brought together on the same plane in a mere matter of purchase and sale. Putting aside the fact that capital is an inert thing, incapable of having "interests" of any kind, the assertion of identity of interests between capital and labor is true. But the struggle of laboring men for their rights is *not with capital*. When will workmen come to understand their true position and act upon the facts? It is with *capitalists* who absolutely control the capital which is necessary for the workmen's existence; it is with such associations of capitalists as are pilloried by the report of the strike commission. It is the progressive extension of these associations of *capitalists*, under "stimulating legislative conditions," that forms the great danger to the natural rights and the independence of workmen. The strike report well says of the General Managers' Association: "An extension of this association, as above suggested (admitting lines not running into Chicago), and the proposed legalization of 'pooling,' would result in an aggregation of power and capital dangerous to the people and their liberties, as well as to employes and their rights. The question would then certainly arise as to which shall control, the government or the railroads, and the end would inevitably be government ownership. Unless ready for that result and all that it implies, the government must restrain corporations within the law and prevent them from forming unlawful and dangerous combinations. At least, as long as railroads are thus permitted to combine to fix wages and for their joint protection, it would be rank injustice to deny the right of all labor upon railroads to unite for a similar purpose."

There are certain constitutional political privileges which workmen in this country enjoy, that may be used so as to ward off the danger here outlined. When will they be used? There is one point that should engage the attention of workmen right speedily. When the time comes, as come it must, that government ownership of the railroads is forced upon the people of this country as a measure of self-defence, it will be of the most vital importance that the people

shall then be in a condition where they may certainly *control the government*. Government ownership of the railroads without control of the government by the people, would be jumping out of the frying-pan into the fire. This needs to be thoroughly understood.

* * *

As a matter of fact, it is idle to talk of any reform of consequence to the economic side of the industrial question without first bringing about vast changes in the political structure of our government. The political and economic issues bearing upon the condition of the people, are so inextricably bound up with each other that effective economic reform cannot be brought about without political reforms of the most radical character. To entrust the administration of economic measures of the character demanded by our changed conditions, to the present miscalled representative government of ours, would be extremely absurd; it would be merely to deliver the people over, bound hand and foot, to a different set of masters; they would receive no benefit. The political boss is but the agent of the corporation boss; he must disappear before the corporation boss can be sheared of his power to oppress. To talk of this government restraining corporations within the law, is arrant nonsense; there must first be such a reorganization of our political system as will insure the fact that when the people's representatives enact a law, that *it is a law*. In other words, the people's laws must not be juggled with, must not be subject to interpretation and repeal by an irresponsible judiciary, but must stand *as law* until repealed by the authority that enacted them. Secondly, and this is of the highest importance, there must be such a rearrangement of our electoral system, as will enable the people to elect representatives who *represent*. We are rapidly approaching a crisis in this country, and it needs to be intelligently dealt with; it needs to be dealt with without reference

to any antiquated theories of politics or economics, but in the full light of the facts and conditions that actually exist. To go on as we are means the death of liberty. Old traditions must be thrown aside and an advance made toward absolute freedom, or we shall surely sink into a despotism the most galling. There is a world of truth in this sentence from the strike report "We need to fear everything revolutionary and wrong but we need fear nothing that any nation can successfully attempt in directions made necessary by changed economic or industrial conditions."

* * *

The recommendation of the commission. That there be a permanent United States strike commission of three members, with duties and powers of investigation and recommendation as to disputes between railroads and their employes similar to those vested in the inter-state commerce commission as to rates," etc., is sensible, and ought to be acted upon. Such a commission might do a world of good in bringing to light the actual conditions surrounding workmen, and in educating the people up to a proper understanding of the limitations of their government, thus preparing them to intelligently enter upon the changes that are inevitable in the near future. The recommendation to the states to establish arbitration tribunals is useless. The states are powerless to properly deal with vast general industrial interests, and such tribunals as they might set up would only conflict with the necessary federal authority, to the latter's detriment. The recommendation to employers, too, to voluntarily raise wages when economic conditions will permit, and to otherwise deal justly by employees, is rather more sentimental than practical, and is not likely to be much heeded. But, entirely apart from any conclusions reached by the commissioners, this report is an epoch-making document. It marks the beginning of intelligent treatment of labor interests in the United States.

BORROWED OPINION.

The recent train robberies have revived the question whether such offenses should not, by proper legislation, be made crimes against the United States. The opinion is growing that this should be done. It is manifest that this much-needed legislation would have a potent tendency in decreasing the number of such crimes. State lines and county lines should not act as barriers in the pursuit of train bandits. The United States authorities should have full power to pursue and capture these gentry.—*Cincinnati Post*.

Several times we have commented on the fact that railroad companies who incited their men to

fight for the possession of crossings, or to prevent crossings being laid, were setting an example of lawlessness and anarchy, and should be dealt with accordingly. Something of this kind was done not long ago in Massachusetts, where some employes of the Old Colony road were sentenced to jail for being implicated in the Abington riots in August, 1893. They had tried to prevent an electric road from making a crossing. There are workmen, railroad officials, college students, and others who seem to need to be taught that laws must be enforced and good order preserved, and that to make exceptions to this is dangerous, and in the end disastrous.—*American Machinist*



WILKESBARRE, PA.

Editor Railway Conductor:

Since my term as correspondent for Division No. 20 will soon expire, I will write one letter to let you know that we are still in existence. I see Brother Finley makes mention of us in his letters to THE CONDUCTOR for September and October. We regretted exceedingly that there were no more of us in attendance when Brother and Sister Wallace buried their son, but the death was known to only three of our number, and they lived in the immediate neighborhood. Otherwise our full membership would have been present.

Brother Finley also speaks of our Division having had a falling off in membership. When we were organized we had sixteen, and now we have nineteen members. It is true that we have not gained very largely, but if we had the hearty co-operation of the members of Division No. 160, as we have a right to expect, there is no reason why we should not have a large Division in this city. The Brothers seem to be afraid to let their wives join the Auxiliary; at least, they act in that way. We have a social planned, to which a cordial invitation will be extended all the conductors and their wives, and we hope in this way to arouse something of interest in the Order.

The new by-laws are now in force, and we have a beneficial fund from which we pay \$1.50 per week as a sick benefit, and this should increase our membership. Our meetings are held at 2:30 p. m., on the first and third Wednesdays of each month, and a cordial welcome will be extended any visiting Sister. One of our grand officers has been residing in this city ever since her election at Toledo, and she has yet to make her first visit to our Division.

Please allow me to thank the Sisters of Springer Division for their many kindnesses to me during a recent illness, also for the beautiful flowers they sent. I never before fully appreciated all that flowers meant to the sick, and could not bear to let those go out of my sight. Hoping that you

may hear oftener from my successor, and with best wishes for all, I remain

Yours in T. F.,
MRS. J. H. KEITHLINE.

ST. ALBANS, VT.

Editor Railway Conductor:

Vermont Division has not been idle during these weeks that have passed since my last report. Our last venture by way of adding to our treasury was in the giving of a series of dances, which proved a success beyond our most sanguine expectation. The music which we secured for the occasion was of the best, Parker's orchestra drawing out a nice company, while the interest was furthermore enhanced by the awarding of prizes, which consisted of a pretty mounted easel and handsome oak foot-rest presented to the gentleman and lady who proved themselves to be the best waltzers. A handsome bamboo rocker, upholstered in blue velvet, drew the attention of all. The tickets thus sold netted us a nice little sum, while the refreshments which were served, not many cared to refuse. All in all, it proved a grand success, and many were the requests to repeat our series, or, at least, give them one more dance.

We workers found it hard work, but felt well repaid, knowing that the means thus gained will help us to further the good work so well begun. We have at the present time over one hundred dollars in our treasury, and as we have been organized only since last June, we feel much satisfaction in the result of our efforts. Some of this will be used to purchase dishes, a cupboard, tables, and other necessary articles for the use of the Division. Our entertainments promote sociability, drawing the ties of friendship and good will more closely, adding new links to the chain already formed. Influences for good have led others to look upon our Order not with a critical eye and disinterested air, but regarding it most favorably, as something real and tangible, fraught with good

will and earnestness of effort whose influence will tell for good. And looking onward, far out in the years, like Edward Bellamy peering into the future, we predict for our Division not oblivion, but in benefits realized, in final effort, in deeds of love and mercy broadcast over this fair land of ours, an "in memoriam," long after the will to do and hands to execute have ceased to exist.

We have just given a banquet to assist Division No. 24 in entertaining and in honor of visiting Assistant Grand Chief Conductor Charles H. Wilkins. After the business meeting was over, which was a prolonged and, no doubt, very interesting session, the banquet room was eagerly sought, where the tables were spread with a most bountiful repast. After the inner man was satisfied, and I notice that is a call that is usually well responded to, next in order Assistant Grand Chief Wilkins gave us some knowledge of the Order at large, which numbered, he said, about 370 Divisions and 23,000 members, and extended throughout the United States, Canada and Mexico. Recognized as co workers in the Order, the Ladies' Auxiliary then had the pleasure of personally meeting Mr. Wilkins. J. W. Hurly responded for Division No. 24, F. W. Flint for the Ladies' Auxiliary, who, we remember, gave us much encouragement at the time of organization. J. W. Sturtevant predicted a bright future for the Division, more especially on account of the assistance rendered it by the Ladies' Auxiliary. From the helps given us by Mr. Sturtevant we can but feel that he is sincere in this, aside from the fact that his sympathy would naturally tend in that direction, his wife being our president. To her much credit is due for the constant attendance, energy and push which with the united efforts of the other members have made the Auxiliary so successful. Any organization must have a good leader in order to insure success. We hope we may always be as fortunate. Brothers White, Jackson, Peck and others would have had a word for us, no doubt, had there been time for further remarks, as they have already been of great help to us in our Auxiliary. Others have, no doubt, done so much indirectly, though they have not been able to be with us. E. H. Jackson as toastmaster on this occasion introduced a quartette, which was a most pleasing feature to all lovers of good music. One other speaker on this occasion deserves special mention, viz.: Mr. Frank L. Greene, associated editor of *The St. Albans Messenger*. He spoke in high praise of the efficient RAILWAY CONDUCTOR, but I have not space to mention more, as I fear this letter has been already too lengthy. With greetings,

Yours in T. F.,
MRS. G. H. PECK.

JACKSON, TENN.

Editor Railway Conductor:

With much pleasure I again write in behalf of Ideal Division No. 39. Our long hot summer is ended, and we are gathering our forces for active work in the approaching winter. Not that we have any special reasons to complain of lack of interest, but so many of our members were away, and those who were not so fortunate as to get away, had many other duties. Our Division now numbers forty members, with one candidate for initiation. At our next meeting the election of officers for the ensuing year will occur, and we earnestly hope those who may be elected will make a record of faithfulness equal to the present incumbents.

We have not missed a meeting during the year, and always the officers were in place; this increases the interest of our meetings, as well as giving to the business dignity and importance. In October we had The Milkmaid Convention, which resulted in a handsome sum for our treasury. The entertainment was held two nights, and everyone enjoyed the experiences of the milkmaids. Some of their trials were unique and irresistibly funny.

Last winter we conferred the "Oh! Why?" degree on all the conductors but two or more, and, as a result, one of the members, Mr. Charles Shearrin, was married to a charming bride, who is so much pleased with her husband she will join our Order. We commend the "Oh! Why?" degree to all our unmarried members.

In the way of benevolence we will comfortably clothe a number of poor children who go to the public schools, and we make a monthly donation to the home for aged and disabled railroad men in Chicago.

We have cared for our sick and visited the stranger coming to our city. We have no break in our ranks by death, and but two of our members have been injured, and they are now recovered. More and more we are coming to see the value of our Division, morally, socially and financially, and we should give our best work to promote every interest and make our Order in fact what it is in ideal.

Yours in T. F.,
MRS. W. J. MURPHY.

FRANKFORD, IND.

Editor Railway Conductor:

I am well aware that in my duties as correspondent I have been sadly remiss, as many months have passed by since writing anything concerning our little Division here, but the troublous times of the past few months have had a

very depressing effect upon us and our small band of workers. Some of our members were out of town through the summer time, and we were unable to hold meetings with any degree of satisfaction. At last, when the time came when we could all meet together again, we were almost ready to dissolve and declare the Auxiliary a failure in this place. But when our Sister President returned from her summer outing, her determined spirit and cheering words of encouragement gave us a new impetus to struggle on for higher achievements, relying upon the words, "Not in numbers but in strength are battles won."

Sister Partridge has removed to Bloomington, Ill., her future home. She has been our Senior Sister ever since this Division was organized, and her removal was a serious loss to us. Sister Gilpen has returned to dwell among us. Thus, while we do not gain in membership, we do not lose. This Division in all probability will never be much larger, but that it has been one of lasting benefit and much pleasure, I, at least, am able to testify.

Can anyone tell us aught of Logansport Division? They are very near us, and we would be happy to hear from them through the columns of the ever-welcome CONDUCTOR.

With cordial greetings to all sister Divisions, I remain,
Yours in T. F.,

MRS. WM. BUSINGER.

A Young Wife's Soliloquy.

"Let me see," said sweet Luella, "'tis just two years ago this coming Halloween, that George and I have shared the same home. How well I remember how all the young girls in our town envied me, and even the staid old mothers wished I had not had such good fortune, and each wished, in her inmost heart, that her Ann, or Marie, or Lucy, were placed in my stead. However, mine was the good fortune to win George. 'Tis true my face wore its sweetest smiles when in his presence; 'tis also true that our home, humble though it was, always seemed more home-like and much tidier, when George was expected, than at other times. Well, I must admit that I never did like work, anyway, and mother was always tired, and had nearly all the work to superintend and the children to oversee. Ma was one of the best of mothers, I will say; she was always good, kind, indulgent to me. Often has she said to me, after I had been at school all day and practiced an hour on my return: 'Now, Luella, you may do the tea things and tidy up the kitchen for morning, if you will.' I would look up with a frown, and she would immediately say, in a kind and gentle tone: 'Oh, well, never mind, dear, if

you are too tired you may go into the parlor and rest, if you wish.' The fact was this: I expected George that evening and wished to straighten up the rooms a little, and get things in readiness to entertain him in a proper way. I also wished to dress my hair in the most becoming manner and appear in his presence at my best, for I must admit that, though George had long since declared his love for me (I have the letter yet he wrote to father asking my hand; it shows him to be all that is good and noble, and is full of love, deep and true, for me), yet, in my heart, I had fears that before we were safely married, some of the girls, his old admirers, might yet win him away from me. So I left ma in the kitchen and do you wonder that, with the baby at her heels and other domestic duties, the kitchen was left in rather a disordered state? I believe that was one of ma's failings, anyway, because I overheard Ella Lee's mother say, at one time, that 'Mrs. Richards was a sort of housekeeper that always had the parlor and front part of the house in apple-pie order, in case anyone would drop in, but her kitchen was in a most unrepresentable condition all the time.' She would often say: 'Please don't look at my kitchen; I was just going to tidy it up.' It fact it was never neat and clean.

'Well, to my story. I always look forward to George's return at night from work. George is in business for himself now and doing well; of course he has to work very hard, but he is a hustler, as all his friends say, and I think it is about right, for he is always on the alert to see wherein he can make his business prosper. He always has a kiss of welcome for me, or at least I do for him—I think all young wives should be kind and loving to their husbands—and then we sit on the porch and chat a little while, till all of a sudden I say, 'Oh, George, take the baby (our sweet little Ruth, who is one year old to-day), till I run in and see about the supper.' Needless to say, I was away too long, and the potatoes scorched in the kettle and were consequently spoiled, and the meat burned to a crisp. Do I hear you say, 'What a tempting repast for a tired husband?' Well, I don't care, I never did like work, anyway. George comes in, sits down, and tries to swallow, as best he can, what is set before him. I notice that he looks absently across the table, and apparently seems dreaming somehow. I imagine George doesn't love me as he did when we were first made one, and I can't understand it.

'Many a time, when George has been at work at his books the night previous, have we overslept, and he rushes off to the store without his breakfast; but I can't help it, I won't build the fire, and that is all there is about it. I know he

has everything in readiness, but that makes no difference, I think a woman is a fool to do such work.

"Mrs. Jones, my neighbor, is ruining her husband. Just think; she slips up quietly in the morning, gets a nice and tasty breakfast, and calls him up just in time to dress comfortably, eat his breakfast leisurely, and get the car, without rushing himself to death. No wonder Jones wears such a smile, seated at the table opposite his wife. I can't see what that man saw in that woman; she is homely as a hedge fence.

"George forgot my good-bye kiss this morning—he will wait for his supper to-night; he will see that I am not to be trifled with.

"I wonder why he likes to go to lodge so often and leave me here alone. I can't bear to stay alone, and I won't—so there.

"Jones never goes out unless his wife goes too. I wonder if I am too careless about my house and my meals.

"Oh, here comes old Aunt Hetty. She lived with her husband over fifty years. I will ask her and tell her all about it.

"Dear Aunt Hetty! How sweet she looks with that angelic smile on her face! She is one of God's own loved ones. She casts a ray of sunlight wherever she goes. There is comfort, and gladness, and sweet cheer in her very voice.

"She takes off her glasses and wipes a moistened tear from her dimmed eyes, and says:

"Yes, Luella, I was young and careless at one time, just as you are, and, oh, my dear child, ere you drift farther apart, let me warn you, to think well before you do anything you may regret deeply in after years. Your husband is good, true and noble, and it lies in your absolute power to have him remain so, and still grow, each day, more devoted to you. In the first place, dear, chase that ugly frown from your brow, dress a little more neatly, look a little tidier, and take more pains with your little one. What man, however loving he may be, can fondle and caress a babe whose very presence can but be disgusting? You have all the comforts of a home in your house. No young couple began life under more favorable circumstances. But, see! I can write my name on both your piano and sideboard. Is this right? Are you doing yourself justice to go on at this rate? My dear child, let story books and fiction alone and take more time in studying how to make your home more pleasant. And lastly, but not leastly, keep your kitchen in extreme neatness; be careful to have your meals always ready and the viands temptingly cooked; have some little surprise each day on your husband's return, and let him see that *his* interests

are *your* interests, and I dare say all will be well. If you do as I say, he will do nothing but what you can readily sanction, and, where discord reigned supreme, peace and harmony will at once dwell together.'

"Dear friends, I can thank Aunt Hetty for her timely advice, and shall heartily accept it, and hope all my young friends will do likewise."

FANTASMA.

ELKHART, IND.

Editor Railway Conductor:

It may be that some of the Sister Divisions are saying: "What has become of Andrews Division No. 42?" As our correspondent has been unable to attend our meetings this summer on account of sickness, I will take the liberty of writing a few lines in answer to this question. We have been a little slack about holding our meetings regularly this summer, but will try to make up for lost time. We have but twenty-one members at present, and one to initiate at our next regular meeting day.

Sister Moore, our Grand President, was with us Nov. 9, which was a very stormy day, but there were eight of the Sisters who faced the storm, and I am sorry there were not more to hear the good advice and encouraging words she gave us.

We have our teas once a month. The last one Sister Wells gave, and it was on their fifteenth anniversary. Quite a number of the Brothers were there, and it netted a nice little sum for our treasury. On the 22nd of November we gave a supper for the benefit of the Y. M. C. A., which amounted to a little over \$21.00. We are now selling chances on a chair at ten cents a ticket, which, I hope, will swell our treasury for future use. We thank the ladies of Banner Division for their patronage at our Y. M. C. A. supper. With kindest and best wishes to all L. A. to O. R. C., I remain

Yours in T. F.,

MRS. M. W.

DENISON, TEXAS.

Editor Railway Conductor:

As the members of Turner Division No. 18 are asking so many questions as to the fate of their correspondent, I want to say in her behalf that she is very much alive and able to write one more letter anyhow before election day rolls around. I hope the future correspondent will write *better* letters and *oftener* than the present one has done.

Well, our Division has been increasing gradually in numbers in the last few months, but not

doing the work that we hope to do in the future.

Our members gave an "experience party" at the residence of Sister Littlefield not long ago, which was quite a success, socially anyhow. Sisters Hastings and Williams wrote their experiences in poetry, which were very good. Ye scribe tried to gain possession of them for publication in *THE CONDUCTOR*, but the writers were too bashful, and hid them where they couldn't be found. Sister Tygard "experienced" \$1.25 by raffling off a glass box at 5c. a ticket. Other Sisters earned their experience money by keeping boarders, cutting hair, patching clothes, selling eggs, and other things too numerous to mention. The experience party made quite an addition to our treasury, so, by the time the convention rolls around Turner Division will be well represented by a real live delegate. With the interest of our Order at heart, and willing to do all in her power to make our Division numbered with the best in the land,

Yours in T. F.,

TURNER DIV. No. 28.

AUGUSTA, GA.

Editor Railway Conductor:

Perhaps you have expected to hear from us, the "Magnolia Division," before this time, particularly as Sister Dustan made so many happy allusions to us in her beautiful letter which appeared in your September number.

"The Magnolia" is certainly proud of her "Foster Mother," and sincerely trusts that her most sanguine hopes concerning us may be realized. If she were to visit us *now*, we would supplement the "effusions of roses," so appreciably mentioned, with the varied and gorgeous-hued chrysanthemums, with which our fair land has so becomingly bedecked herself.

We would also let her see how well we are off-iced, and how easily each one has dropped into her new duties, from our queenly president down to the laughing-eyed, fun-loving inside guard. We are all learning to *love* each other, and, you know, that is the key-note to every good enterprise.

Quite a number of our members reside in Harlem, a suburban town, and were subject to extra expense in attending the meetings. The general manager was made aware of the situation and removed the trouble, by granting free transportation to those Sisters.

We learn that Atlanta has already begun active preparation preparatory to the great O. R. C. convention of May next. Success attend them. We are not forgetting the golden motto, "in honor preferring one another," nevertheless we are cherishing the hope that "our time" will

come some day, and that we will be as fully equal to the occasion.

We are having a suspicion of "orange blossoms" and a hint of no very distant chime of "wedding bells," and "Madame Rumor" has softly whispered in our ears that some of our young, handsome conductors will shortly take unto themselves "lovely brides." Of course, we are interested; that is human nature. Perhaps the interest is a little selfish, however, from the fact we are hoping to have those "young brides" as new members.

As the year is waning we wish you, *CONDUCTOR*, a most happy Christmas and a prosperous New Year.

As we wish to occupy a warm place in the great heart of this institution, we trust that you will hear from us frequently.

Yours in T. F.,

MRS. J. W. BELL.

COLLINWOOD, OHIO.

Editor Railway Conductor:

As the year is drawing to a close, I thought perhaps a few words from Aura Division would convince you that we are not all napping, but have been trying to push onward, and hope our efforts have not all been in vain.

We have not added to our membership, as we hoped to do. Although the conductors have quite a large Division here, we have not yet succeeded in getting their wives to join us. Several of them have small children, and feel that they cannot attend regularly, therefore do not care to join.

We have given several socials, a lawn fete, and celebrated our second anniversary, all of which were pleasant gatherings, but as yet we have failed to have many Garfield Division Brothers to meet with us.

Since writing to you last, I have passed through a long and severe sickness, and wish to say, that each month as *THE CONDUCTOR* came to our home, I scanned each page with much interest, often reading and rereading the letters from Sisters and Brothers, many of whom lived hundreds and thousands of miles away. I could not help but think how little those Sisters and Brothers thought when writing those few lines for *THE CONDUCTOR*, that they were helping to brighten the lonely hours for a sick Sister, whom they had never seen; but such is our motto, "Charity and True Friendship," and does not that mean a helping hand and a cheering word? Aura Division was not to be found wanting, and many a cheering word and loving token found its way to

my sick room, and I am truly thankful for them all.

As it is the time of the year for Thanksgiving offerings, I will mention a few, which we, as an Order, are thankful for:

That our Division is as flourishing as it is;

That we have a president that serves us so faithfully—she having been absent but two meetings in two years;

That we can begin the new year with a surplus in our treasury;

That some of our worthy Brothers enjoyed themselves so well riding bicycles last summer;

That although several of our Sisters have been sick during the past year, all are yet spared to us;

That Brother Moulton is such a good escort from the socials, (if they go his way);

That our husbands have found out that their wives can keep a secret;

And I guess all who read this will be thankful that next meeting is election of officers.

Yours in T. F.,

MRS. T. E. BARNETT.

LOGANSPOUT, IND.

Editor Railway Conductor:

As nothing has appeared in *THE CONDUCTOR* from Bridge City Division, No. 42, since our organization, I have decided to assume the role of correspondent, to let our distant Sisters hear from us, on this our first anniversary. We celebrated the event at the pleasant home of our president, Mrs. F. C. Murphy, by a social entertainment, at which the members of the O. R. C. and their families were delightfully entertained by Brother and Sister Murphy. It proved to be one of the most enjoyable occasions of the season, and one long to be remembered by everyone who was there. The first part of the evening was spent at progressive pedro and vocal and instrumental music, after which elaborate refreshments were served. The honors were bestowed upon Miss Lilly Bacon and Mrs. Jos. Kenney.

On September 27, 1893, our Grand President, Mrs. J. H. Moore, instituted our Division in the B. of L. E. hall, with eighteen charter members. The following officers were installed: President, Mrs. F. C. Murphy; Vice-President, Mrs. Wm. Parks; Secretary and Treasurer, Mrs. J. W. Hamilton; Senior Sister, Mrs. I. T. Bacon; Junior Sister, Mrs. J. W. Fairman; Guard, Mrs. H. S. Coats. We now have twenty-five members, all of whom seem very much interested and ever ready to assist in whatever they are called upon to do. I am sure we have had as good and as well qualified officers as could have

been selected, and they deserve great praise for the good work they have achieved. To our president too much praise cannot be given, for the efficient manner in which she has discharged her duties. Upon her official management and excellent judgment rest the success and welfare of this Division, for in an organization there are many phases of character to contend with, and unless there is a firm hand to direct affairs, prosperity is impossible.

We are holding socials alphabetically at our homes, which enables us to meet our Sisters' husbands and to become better acquainted. They tend to draw us nearer together and create within our hearts a feeling that our interests are the same.

We meet the first and third Wednesday of each month, in the Progress Hall, at 2:30, and should any of our Sisters be visiting in our city they will find "the latch string is always out," and can be assured that a cordial welcome awaits them within. I shall not venture to give you a history of the doings of our Division, for I fear it would occupy too much space.

Hoping this will be a prosperous year for us all, I remain

Yours in T. F.,

"SISTER"

DETROIT, MICH.

Editor Railway Conductor:

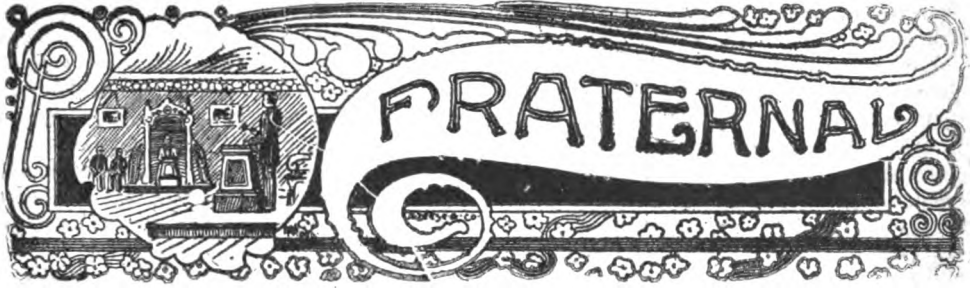
Detroit Division No. 44, although silent, is not slumbering, but, like the busy bee, is improving each shining hour. We have taken in several new members of late and will enter the contest for the "Dustan Medal" next year if we can.

Having read in the September number of Mrs. A. E. F.'s trouble, we extend to her our deepest sympathy. It was a sad lesson, but it should prove to be a valuable one to those who were obliged to go through with it. We can but think of the homes left desolate, the little ones hungry and cold, and the wives fretting for their noble breadwinners, who may now be roaming this continent over in search of the work they cannot get, and all because of a moment's foolish and impulsive action. Some went so far as to go back and plead for their old places, and a few were fortunate enough to get them, though many were given but a cold reception. If these Brothers had been true to their Order and to their obligation, all this "might not have been." The man who would seek to tear down what it has taken twenty or twenty-five years of earnest and constant effort to build up, is, in my estimation, fit for anything rather than leadership. Right here in our Wolverine State a great many of the Brothers went out, and to most of them it has been a bitter lesson. In future, dear Brothers, think twice before you leap, especially when you have no real cause. Never forsake the noble Order, which will always care for you in trouble and distress.

With the sincerest wishes for the continued prosperity of all the O. R. C. and L. A., I am,

Yours in T. F.,

MRS. J. E. TREMBLAY.



SEYMOUR, IND.

Editor Railway Conductor:

Another year is drawing to a close. One of profit to many, and one of reverses to others. Some have ascended several rounds higher on the ladder of fame, while some have not gracefully descended, but have fallen from the topmost point with a "kerplunk" like a bear. Just as regularly as the world revolves on its axis, these changes are occurring in railroad circles. To-day you may be up in the railroad world; to-morrow, those who were wont to be your boon friends do not know you. To those who see, hear, read and think, daily lessons are being taught. Some profit by them, and others do not. Regarding the Order, presumably the leading one of all organizations, it is in good shape for the new year. Some few Divisions, perhaps, are running closely, but the majority are in good financial standing, a thing, of itself, that should encourage all to do their best and help the cause along by their regular attendance at their meetings. One marked improvement among others in the last CONDUCTOR, was the increased number of letters from the various Divisions. The editorials are always instructive and to the point, but much other matter of no importance to railroad men could be omitted if the members of the Order would see that their Divisions were regularly represented each month. This is just what THE CONDUCTOR is for. Before another copy will be read many elections will have taken place, and the selection for good or bad made, and here is where many mistakes are made, by not electing the best qualified, regardless of rank, station, or position in life. Just as strict discipline and the same regard of parliamentary rules should be in effect at each meeting as in any convention. Business is business, and should be attended to.

Speaking ill of no organization, we know that the policy as adopted and carried out by our Grand Chief Conductor in trying times, has been good, and he is loyal in every sense and wide awake to the interests of the Conductors. The Order is not a striking one except in rare cases,

and 'tis well. There is one lone individual who speaks for himself now in this matter, and his idea is that strikes are to be discouraged in every particular. There never was a strike won by railroad men without many, very many sacrifices made on the part of some of the employes, and usually the lot fell to those least able to stand it.

We speak from experience. Oftentimes a false sense of loyalty will prompt men, in the absence of cooler heads, to engage in a strike, and while the fever heat is on, excitement up, etc., everything is flying. But when you search the country over after your job is lost, when you are willing to accept even of a menial position, something like that of a \$9.00 a week job as reporter on a Seymour paper, and you find that "you couldn't have struck them in a worse time," when your bills begin to run up on you, and you have to chew mail pouch in place of plug, when you have to buy the brand of smoking that sells for ten cents a package, and a cob pipe inside, in place of smoking a choice brand in a meer-schaum, you then begin to realize that you are on the wrong track. "The boys" to whom you have been loyal will—hardly ever—help you to a position, even if they could. It's nice to be a hero—in print—but when it comes to the reality, how your title was earned, a glance at your bank account and your last summer's clothes, through which the winds of a chilly November day are singing "Home, Sweet Home," the glamour of the scene disappears, and you would be glad to get a job on local, even on the B. & O. S. W., where they never go in over eight hours late.

Speaking of locals, they are good runs now out of Seymour. The Conductors tell me you leave Seymour at 7 a. m., and get in—well, when they used to have old O. & M. times they would arrive at Storrs at 4:30 p. m., their card time. The run is 85 miles. Of course, now, with the B. & O. S. W., they get in a *little later*, sometimes at 7:16 and 8:27 p. m., but then, business has increased wonderfully, and the crews cheerfully give them the extra labor that makes the company extra earnings, just in order to help them out. The local men now are all selected from those who are

robust and willing to work these extra hours for "something better," was the remark of "one who used to run," but this is all wrong. Engineers and firemen are getting paid for extra time on local, and the brakemen and Conductors will too, "so they say." A careful investigation has disclosed the fact that the latter is a campaign lie calculated to injure Jason Brown. But then, as we are not allowed to discuss politics, etc., in open session, we will "apply the air" and wake the conductor up.

Yours in P. F., W. C. M.

JERSEY SHORE, PA.

Editor Railway Conductor:

Although you have not heard of us for some time through the columns of THE CONDUCTOR, we are still alive, and "in it" to stay. Division No. 168 is prospering, both spiritually and financially, and gaining in membership right along. We have nearly all the eligible material gathered into the fold, and system federation cannot come too soon. Our meetings are held on the first and third Sundays of each month in Torberts Hall, at 2:30 p. m., where we are always glad to welcome visiting Brothers. If any of you happen to be in our vicinity on meeting days, come and meet with us.

We have a good attendance at meetings, and nothing is lacking except, perhaps, some new theme for discussion. Business is fairly good on the Beech Creek, crews on the rounds making four and five trips a week.

It is with sincere regret that I chronicle the death of our late Brother, Jas. H. Reed, who was run over by his own train at Gorton, about 11 o'clock the morning of the 7th inst., and died from his injuries at his home in Viaduct that same evening. Brother Reed was exceedingly popular wherever known, and had lots of friends on the road. A wife and three small children are left to mourn the loss of a kind husband and loving father.

Fraternally yours,

G. D. GRAY.

TOLEDO, OHIO.

Editor Railway Conductor:

Noticing a communication in the November CONDUCTOR from Chattanooga, relative to the Grand Division taking some action toward placing our insurance on an endowment basis, I would say that I, for one, agree with the writer that something should be done. I believe it would be for the betterment of the insurance department as well as of the insured. I think, however, that instead of the member drawing out, say at the end of ten

years, a given amount, and being thereafter debarred from any farther benefits, that the member who shall pay all assessments on his insurance, all protective assessments, and also shall have been a member of a Division of the Order, at the end of that time should be entitled to a certain percentage of the amount insured for, say one tenth, and that he should still retain his membership in the insurance department and pay his assessments as usual. But in the event of his decease later, that he should, or his beneficiary, rather, be entitled to the remaining nine-tenths of his policy; and, further, should be live and still continue to pay all assessments for five years longer, or at the end of fifteen years, that he should again draw one-tenth of the amount insured for, and so on, at intervals of five years, until his death, when his beneficiary would only receive the balance due. I would not reduce his assessments on that policy at any time; that is, he should pay just as much the last year as he did the first. We will take, for instance, a conductor carrying a \$3,000 policy. At the expiration of ten years he receives \$300, leaving due him in the event of his death \$2,700. At the expiration of fifteen years he draws another tenth, leaving a balance of \$2,400, and so on. But you will say: "Where does this money come from to pay all these claims?" I would simply say: "Make an assessment to cover it." Think of the amount of good this little one, two or three hundred dollars might do some well deserving Brother. That amount might put him on his feet and stem him over some dark days, and in reality do both himself and family more good than the whole amount would in the event of his death. I also believe such a law would be the means of inducing all members to pay promptly and not allow their policies to lapse. Hoping that all Brothers will give their views on this subject, I will watch each issue of THE CONDUCTOR eagerly.

I also noticed the article from Colorado Springs relative to permanent membership. Now I am not a permanent member, but I do think that all honor should be given to those conductors who laid the corner stone of our beloved Order, and that they be given all the courtesies and powers of any member of the Grand Division. I understand that there are to be no more permanent members created. In that case it is only a case of a few years, anyway, for as our permanent members quit active service and engage in other business, they will not be as likely to attend the meeting of the Grand Division. Don't disfranchise anyone from a voice in the Grand Division; let everybody talk and work and vote.

On the evening of December 1st Toledo

Division No. 26 had the honor of entertaining our Assistant Grand Chief Conductor. There was a goodly number of our boys present, and Brother Wilkins gave us a very interesting talk and some good sound advice, as did also some of our own Brothers. About 9:30, having an alarm at the outer door, the sentinel attended to it, and found we were besieged by a large number of the L. A. to O. R. C., who demanded admittance, but the outside sentinel was a mean man, and could not be coaxed or bought, and would not admit them. However, after the Division closed we repaired to the dining hall, where plates were laid for over a hundred, and an elegant repast was served, after which we again listened to Brother Wilkins and also to Sister Moore, Grand President of the L. A. to O. R. C. Mrs. Moore spoke very feelingly, thanking Brother Wilkins for the encouragement he had given, and also Division No. 26 for the help we had been to Banner Division No. 6, L. A. Right here I would say, that while Toledo Division admits that three or four years ago we might have put our shoulders to the wheel and helped the ladies a little, we have been repaid fourfold for all that we have done, for they are not only an auxiliary by name, but are in reality, and one of the very best helps any Division could have.

We also had music, singing and recitations, after which we said good-night and separated, everybody well pleased with the evening's entertainment.

Yours truly in P. F.,

TOLEDO.

SALIDA, COLO.

Editor Railway Conductor:

Your article under the head of licensing employes, appearing in the September number of THE CONDUCTOR, called to mind the scenes through which we passed and the discussion excited in 1887 and later in the Grand Division held in Toronto. Whatever objection there may be to this scheme, it merits careful consideration just now. As I recall it, the O. R. C. was not a protective organization in the full sense at this time. I don't know that we had any fixed or settled policy, and the matter of licensing conductors and enginemen was taken up at that time, and received its stimulus from the fact that it was our only apparent source of relief or protection. I need not go into detail as to the death of the bill, it is known to all. The rapid pace we have traveled since that time, a fixed policy, an adherence to the laws of the Order under the superior generalship of our Grand Officers, has done much to bury the license bill and, for the time, hush its

advocates. But here it is again, and this time, like "Banquo's ghost, will not down."

What we have passed through in the last few months, the conditions which confront the industrial classes at this time, must change the opinions of many who oppose the licensing of employes. We are confronted by a changed condition, and it behooves us to fashion our policy to suit that condition. The system of examining employes has had a marked effect, especially on a well known western line which followed the practice of examining all employes from track walker to superintendent. Not only was the efficiency of the employes increased, but it had the effect of weeding out that dangerous element, those who will not think for themselves. I speak of examining in this connection because it is a species of license, a license from a railway company to perform a certain service for them.

Now comes the objection. It is claimed any school-boy can study the rules of any company and pass their examination. Anyone using this argument has never put in four or five hours before a competent examiner who has laid aside the "code" and has drawn out his idea and application of each rule; in other words, has practically put you into service. That class of employes who are too dumb or indifferent to learn, should have no place in the ranks. The service; the men who remain in it are bettered by his being out of it. Let the reader recall the accidents coming under his own observation directly traceable to ignorance on the part of some fellow servant, and the loss of property, and perhaps of life, following in its wake. We are all liable to err, but when error comes through absolute ignorance, there is no excuse for it. Much better, much safer, must be the service where an employe must pass an examination before a board who are amenable to the great people, or, if you please, after a competent committee have enquired into the capability and character of the applicant, for it must be remembered not only is a knowledge of the duties of the particular branch of service essential, but character must be behind it all. A fellow traveling with letters galore, signed by some unknown official on the P. D. Q., or some such line, will not find it as easy to fall into a good position as you may imagine.

I doubt if the number of applicants and those holding certificates can be restricted under the present conditions, the railroads to the contrary, notwithstanding, and their argument that "it would enable labor organizations to restrict the number of available men," must be an admission on their part that there are incompetent men now in their employ. There are many roads wh

have never given their employes a fair chance to thoroughly understand their own rules, and who treat their rules as though they were made to be broken or construed at will.

The railways can find no valid objection to license save those using other than standard rules. As you say in the article referred to, the whistle of a steamboat means the same to the listener, no matter where it is heard.

This should apply to railroads. I entertain no fear for the many good men who work under the old style rules, when it comes to standard rules. A man capable of getting a train over a division under some "codes" now in use, can work anywhere. He can be recommended as a mind reader in addition, as he is supposed to have a knowledge of what the other fellow is going to do. Custom in many localities has established an unwritten law to which we often take kindly, but this serves no purpose, should we change our address. First of all, standard rules must be adopted, and the licensing of conductors, engineers, dispatchers and operators, must be made a part of the same act. "'Tis a consummation devoutly to be wished."

ROCKY.

PORTLAND, Me.

Editor Railway Conductor:

Pine Tree Division No. 66, is in a flourishing condition at the present time, and the chief part of our rejoicing is because of the success that attended our third annual ball. The first and second of these entertainments were held in Lewiston, but this year we voted to go to Bangor, and that it was the right thing to do the results fully show. Bangor's new city hall was decorated in fine shape for the occasion, the verdict of all who saw it being, "it can't be beat." Pullen's orchestra did themselves proud in their concert, and the dance music made some of the older guests, who had not been on the floor for years, think they really could accomplish the "double shuffle." To us the most pleasing feature was the large attendance, more than 1,200 people being in the hall. The net proceeds turned over to the treasurer were \$415.18, a pretty good showing for one entertainment.

Division 66 is wide awake, several new members having been taken in during the past year. This, together with a good set of officers, helps to make our meetings attractive and to keep up the interest. We will next have our annual meeting and election of officers with public installation, followed by an entertainment of vocal and instrumental music.

We understand that Bro. Tulley will buy another "broncho" in the spring.

Yours in P. F.,

C. C. BERRY.

LIMA, OHIO.

Editor Railway Conductor:

In reading THE CONDUCTOR I never see anything from or said about Lima Division No. 299. We do not want the Brothers of other Divisions to think for a moment that we are all dead, for we are not. Division No. 299 is doing nicely and increasing in numbers slowly but surely. We have a membership of fifty-seven. The number is not large, but they are composed of the right kind of metal. Our election of officers will occur the 9th of December. The present officers are good men but not so good but what they can improve themselves considerably.

Another year is almost numbered with the past, and how many Brothers can say, "I have done my duty as a member of the Order?" I hope all can, but I fear a great many cannot honestly say, "I have done my whole duty." Let all make resolutions to give more attention to the work of our Divisions in the years to come, and when they are past we will have no regrets. A better attendance at our Division meetings would be pleasing to the officers and beneficial to the members.

The members and officers of Lima Division desire to make public acknowledgement of their gratitude to the ladies of Lima Division No. 27, L. A. to O. R. C., for the beautiful presents which recently so completely and overwhelmingly surprised them. One of the gifts is a magnificent case of officers' jewels, of which our officers and members may well be proud, and they need not be ashamed to wear them, no matter who is a visitor at the Division. They also presented the Division with two magnificent floor pillows, which are doubly prized, as they are the handiwork of the dearest friends we have on earth. They were presented at our last regular meeting in November, a very eloquent presentation speech being made by the President of the Auxiliary, Mrs. E. H. Mattice. The following officers and members of the Auxiliary attended the presentation, and all seemed to enjoy themselves, as well they might after such an exhibition of generosity: Mrs. J. P. Jackson, Past President; Mrs. E. H. Mattice, President; Mrs. A. L. Heath, Vice President; Mrs. A. N. Ridenour, Secretary and Treasurer; Mrs. Thos. Strohl, Senior Sister; Mrs. Lynch, Junior Sister; Mrs. J. L. Edmiston, Guard; Mrs. C. O. Eagy, Mrs. Thos. O'Donnell, Mrs. Thos. Mulcahy, Mrs. John Darby, and Mrs. Gunther.

We all join in thanking the ladies for the many favors they have bestowed upon us.

Yours in P. F.,

J. L. EDMISTON.

In Memory of Arthur Crossan.

DECEMBER 1, 1858—OCTOBER 15, 1894.

Written for The Conductor.

When he gave the "back up" signal,
And he did not step aside,
Then we knew the cars had caught him,
In their easy, backward glide.

Swiftly turned his thoughts that instant,
Back, methinks, through vision dim,
Where the wife would listen vainly
For the "local's whistling in."

No one but the "Great Conductor"
Understood the meaning, all,
Of that "signal," last and grandest,
"I am coming at Your call!"

O, our Father, did you need him?
He was such a joy to us;
Teach us how to bear this parting,
Since it is Your will we must!

Hope is crushed—is still—is lifeless—
Comrade, husband, dearest friend,
O, good-bye; may thy pure spirit,
Crown and cheer our journey's end!

FLORA POOL.

OTTUMWA, IOWA.

Editor Railway Conductor:

At the last regular meeting of Ottumwa Division No. 216 the following officers were chosen for the ensuing year: J. W. Reed, C. C.; H. L. Lewis, A. C. C.; F. N. Cline, S. and T.; J. A. Sullivan, S. C.; M. T. Patton, J. C.; W. A. Dill, I. S.; V. S. Winslow, O. S. Brother E. J. Worden was elected delegate to the next Grand Division, with Brother J. W. Reed as alternate. All were well pleased with these gentlemen for officers, and we hope to prosper as well under their direction as we have under the retiring officials. At the opening of the meeting a box of fine cigars was presented to the members by J. F. Erbecker, an ex-member of 216, who was for many years a conductor on the old Burlington. You may be sure his remembrance was thankfully received.

Brothers Williams and Price, of Division 83, were present, and gave us a kind invitation to attend their election of officers, which will be held at Galesburg on the 19th inst. The invitation was accepted in the same spirit by Brother F. M. Price, our retiring C. C.

It is to be hoped that the next time the boys go into Brother Helfer's way-car they will not nail his shoes to the floor, as he put the blame all on Brother Lewis, and says he will get even if he has to steal the blankets on which that Brother prides himself so much.

With greetings to all the Brothers, I remain,

Yours in P. F.,

"W. A. D."

MARTINSBURG, W. Va.

Editor Railway Conductor:

The conductors of Martinsburg, and members of the Order of Railway Conductors from various places on the West Virginia Central railroad, Western Maryland railroad and C. & P. R. R. in all numbering about forty-five, met in Martinsburg, W. Va., on November 5, last. Assistant Grand Chief Conductor C. H. Wilkins, took the chair for the purpose of organizing a branch of the Order of Railway Conductors. The following officers were duly elected: E. C. Caskey, Chief; W. T. Darby, Assistant Chief; J. H. Smith, Junior Conductor; G. W. Ridings, Senior Conductor; James Hartley, Inside Sentinel; C. B. Dailey, Outside Sentinel; E. E. Entler, Secretary and Treasurer, and W. A. Burkhart, Correspondent.

After organization the entire body adjourned to the Continental Hotel, where a most sumptuous dinner was prepared, of which all partook heartily. After the feast all proceeded to the hall for the purpose of initiating Brother R. J. Gordon. The initiation was a most gratifying one; the initiate was "done up" in fine style, the new cab, regalia and paraphernalia greatly increasing the interest of all. After initiation, and the transaction of some routine business, another adjournment was had to the Valley House, where Mr. W. W. Westphall, the proprietor, served a delicious supper. Thirty members surrounded the board, and no little fun and enjoyment was had.

Our Division is now in full blast with about thirty members. We are known as Martinsburg Division No. 223.

Yours in P. F.,

WM. A. BURKHART.

HARRISBURG, PA.

Editor Railway Conductor:

Dauphin Division No. 143 is busy at the present time trying to do some work for the good of the Order. Our last meeting was not so well attended as it might have been, but some business of general interest was transacted. A gloom was

cast upon the gathering by the offering of resolutions of sympathy with Bro. H. Hohenshelt in the death of his estimable wife. Mrs. Hohenshelt died October 26 last, in her fifty-second year, and was buried on the 30th of that month. She leaves a husband and seven children to mourn the loss of a kind and loving wife and mother. The illness which ended in her death was long and painful and the patience with which she endured the suffering attendant thereon was but one of the many womanly traits that made her character so lovable. The resolutions in question will be spread upon the records of the Division and a copy will be sent to the family of the deceased. Yours in P. F.,

"Mox."

MINNEAPOLIS, Minn.

Editor Railway Conductor:

A few days since I had the pleasure of a visit with Bro. H. E. Cochran, one of our conductors on the M. & St. L. I found Bro. Cochran confined to his room, he having had the misfortune to fall from his train and break his leg, on the 8th of November last. As he is a popular member of 47, I have no doubt the boys will be glad to learn that he is progressing nicely and will doubtless be with us again before many weeks.

In spite of the hard times, business has been better on the St. L. this fall than ever before. The boys have been busy and everything has worked smoothly. As a consequence of this we are greatly encouraged, and as we have a splendid lot of members the future of our Division is bright. With best wishes for THE CONDUCTOR, and for all the O. R. C., I remain

Yours in P F ,

W. BUTTRE.

GRAFTON, W. VA.

Editor Railway Conductor:

From the wilds of West Virginia I send you greeting, and it will be a greeting, since it will be the first time in many years that anything from Division 190 has appeared in THE CONDUCTOR. I cannot hope that this will be of any special interest to your readers, as composition is not in my line, but will do the best possible under the circumstances, hoping it may prove an incentive to those who can write with credit. We have an abundance of Brothers who could write interestingly if they would. Brothers Eisminger and Walker should be able to give you an especially interesting letter, as they have but recently returned from a trip of thirty days' duration in the west, where they went in search of health.

About all we can get them to say is that they found the Brothers in the west most hospitable, doing everything in their power to give their visitors a pleasant time. They were evidently very favorably impressed by the boys they found in the west.

A warm rivalry exists between Brothers Dean and Rannie, regarding the respective merits of their infant sons, and a lively time is promised when these youthful champions are brought together.

Dame Rumor has recently been busy accusing one of our most popular Brothers of having matrimonial designs, and as this is the third report of the kind about this one candidate for those honors, it must be true. Taking the truth for granted, we extend the Brother our warmest well-wishes.

Hoping that this may induce some Brother who is better qualified to take up his pen in behalf of 190, I remain,

Yours in P. F.,

"BILL."

CUMBERLAND, MD.

Editor Railway Conductor:

Cumberland Division has been so seldom heard from that it is surely necessary to say something to keep it up with the times. On last Saturday night we had the pleasure of meeting with one of our Grand Officers, Brother C. H. Wilkins, a special meeting having been called for that purpose. The Brothers enjoyed the excellent lecture he gave us and the opportunity to greet their Assistant Grand Chief Conductor as well. Bro. Wilkins is always a welcome visitor to the members of 263.

When the meeting was over and we were leaving the hall, a perfect swarm of ladies surrounded the party, taking every man captive. It was a genuine surprise, and that surprise was deepened when we found that the ladies had prepared a sumptuous oyster supper for the entertainment of our guest and ourselves. You may be sure we enjoyed the feast to the full limit, and we now wish our Grand Officers would visit us oftener, in order that we might be surprised in the same way again. Our best thanks are certainly due the ladies for their hospitable entertainment.

Several of the Brothers went with Bro. Wilkins to Martinsburg, W. Va., the following Monday, to help him curry the goat and get him ready for the organization of a new Division. I can only hope the goat kicked hard enough to make the new men remember their obligations and the rules of the Order.

Our little Division stands at forty-nine mem-

bers, and the prospects are good for taking in five or six more by the first of the year. Good fortune has certainly attended us as we have had but one death since our organization in 1890, and we hope that the next four years may deal even more kindly with us. The Brothers think the insurance for the past year has been heavy, but the prospects for the coming twelve months are so bright that doubtless more of them will give their families the benefit of this protection.

Bro. W. W. Dunlap, who has been sick at the hospital in Baltimore for the past four weeks, is now home again, and is improving nicely. Bro. G. H. Gormer has also had some seven weeks of illness, but is now at work again.

Our officers at the last installation were: J. S. Kae, C. C.; C. A. Schmutz, A. C. C.; J. W. Walsh, S. C.; W. E. Law, J. C.; C. J. Miller, I. S.; C. E. Walsh, O. S.; G. J. Schmutz, Cor. respondent, and G. W. Messman, Sec. and Treas.

Yours in P. F.,

G. W. M.

TUCSON, ARIZ.

Editor Railway Conductor:

To build castles in the air is not such an idle occupation as one would think. All great men have indulged in this happy occupation, but have turned their dreams into realization. There are few castles of this kind that cannot be made realities, as they are founded upon desires inspired by what has been accomplished, and what man has done man can do. Can you think now of some task you undertook and would have accomplished with success, if you had had but the courage to complete it? "Decision" is akin to this, but quite apart; it takes a decisive character to know what to do and how to do it. To make up one's mind firmly to do a thing or not to do it, is "decision."

This is my air castle: that we decide to make our Order what it should be in every respect. We can do it if we go about it in the right way and practice generosity, kindness, sociability and charity one towards another, thus living up in detail to the true meaning of our obligations. Shaftesbury tells us: "He who on the advent of a new hope, shuddering at the past, makes pledge to his own soul of a new and better life, with purpose strong enough to command its fulfillment, brings a smile to the face of the recording angel and places himself under the sheltering wing of the Almighty."

Let us come in closer fellowship with one another, and all that are careless and uninterested in matters appertaining to the Order, should be counseled with and encouraged to wake up to an understanding of our vital interests of to-day.

Life is too short, death comes too unexpectedly to all of us. Like ships that pass in the night and speak each other in passing, only a signal given and a distant voice in the darkness, so it is on the ocean of life. We pass and speak each other only a look, a voice, then darkness and silence. A generation hence and the finger of history will be pointing backward at the actions of the railway orders of to-day. Shall that finger point at us with pride or scorn? There can be no mistake if we regard our Order as one family and deal kindly and generously with each member of it. We can be generous without making a sacrifice. Sociability is generous; the lack of it is selfish. A strange Brother needs an encouraging smile and a welcome grasp of the hand when he visits your locality or enters your Division room for the first time. Indication of friendly feeling brings out the good in a man, while a cool reserve often unfolds the meaner nature. Let us give due regard to sociability; it is to our credit to lighten the burdens of life for our Brothers by a kind smile, a friendly chat or any feeling of a brotherly interest. It costs nothing to develop the better side of our fellow beings, and it makes character of the right kind for ourselves.

There is too little sociability in our Order. Selfishness is too often the foremost element of our human nature. Sociability develops generosity; it is generosity itself, and a species of favor that is inexpensive—the more we give the more we have left. If we find a Brother far from what he ought to be in the Division, do not put him down as altogether worthless. Go to such a one, talk with him, and the chances are he will tell you the members are against him and that no one cares if he is in the Order or out of it. There is no member that does not appreciate a kindly interest in his welfare if properly shown, although all would resent unwarrantable meddling. We all have a liking for friendly sympathy, and we should freely extend that sympathy amongst ourselves. True sympathy will often light on life's dusty road some weary Brother. It costs nothing to aid others in a hundred ways, while a mean, narrow disposition will shrink from yielding to another even the little courtesies that make up the sweetness of life.

The earnest, kindly face, the sincere voice speaking the right words at the right time, are brighter jewels in the pathway of a discouraged Brother than a new empire would be to a victorious general. As far as the financial part of this question is concerned, there are many times when kind words and generosity cost no more than selfishness, and for every endeavor made to ennoble those around us, we ourselves grow twofold in t'

same direction. It is not a necessity to acquire a radical species of philosophical nature to be able to adapt ourselves to do that which is our duty. And if we are not doing the best we can, there is a fault somewhere.

Let us pursue our daily life to the best of our ability and make all things tell for a better end, thus living in command of ourselves and from day to day being able to say we have lived, whether clouds obscure or the sun illuminates the following day, that which is past is beyond recall. On the other hand let it be known that we are uninterested one towards another, and it relegates us to a place of unpopularity in the opinion of the outside world, and such an opinion is weakening to self-respect, neither of which we can afford. There is a time in the lives of all of us when opportunities come for bettering our conditions. We ought to seize upon such opportunities, as they often become the stepping stones whereby we may rise still higher, or in other words we are generally what we make ourselves. It is all the same in the garden of our Order as in the garden of the earth, "without care" weeds will grow faster than fruit and flowers. No historic college walls can furnish grander environments, no alma mater sweeter memories than the places and hours we have devoted to kind words, sociability and generosity towards one another, thus giving to ourselves a personal pleasure that might have otherwise lain hidden forever.

Yours in P. F.,

R. DUNCAN.

RETREAT, GA.

Editor Railway Conductor:

In a letter to THE CONDUCTOR for November I notice Brother J. V. Russ brings up the question of Division cards being given to retired conductors. Now this is a matter I have thought of often. I left the road nearly four years ago, and have kept my dues paid up, but for the last two years have had no card, as I doubted my having a right to one. I would like to have the question settled definitely before the Grand Division, for I should regret to do anything wrong in the matter. I always have taken an interest in the Order, and

expect to continue to do so. I should like to have the editor's opinion on this subject. I am of the opinion of Brother Russ—the retired member's card should be different from that of the conductor in active service. I should be glad to have a card for each year, as a memento more than anything else.

Yours in P. F.,

R. P. WILLIAMS.

In Dreamland.

Written for THE RAILWAY CONDUCTOR.

Dream on, fair dreamer, while the stars
Above thee brightly shine;
Dream on amidst the silent night
Of joys that once were thine.
Sweet thoughts may come to fill thy heart,
And still its deep unrest,
But with the dawning of the morn,
Dark shadows there will rest.

Dream on, of other days more fair,
Of vanished joys long past,
Of hopes that once lived in the soul,
Ere sorrow's clouds had cast
Their shadows o'er thy pathways here
That time can ne'er dispel—
To all thy dreams the morning light
Will bring a mute farewell.

Dream on, fair dreamer, sad will be
Thine awakening with the dawn;
Forgotten is the world by thee;
In tranquil rest sleep on.
May visions bright of happier days
Be thine in sleep's sweet realm—
'Tis only in the land of dreams
Thou wilt know of joy again.

MRS. NELLIE BLOOM.

How well do I remember,
'Twas in a bright September,
That I went out for a walk with Elinore;
And she steered me to a table
And ate oysters till the sable
Waiter gobbled all my cash and wanted more.
—*Buffalo Courier.*



Mutual Benefit Life Insurance.

Expulsion From Membership—Right of Appeal—Neglect—Acquiescence—By-Laws.

In the action the evidence showed that the insured member suffered himself to be expelled from his local branch. No appeal from the action of his branch expelling him was ever taken by the complaining member. The by-laws of his association provide, that "every member who does not take an appeal in any case affecting his rights or interest in the order within the time allowed, shall be deemed to have thereby agreed to abide by such decision or enforcement of the laws or rules of the Order." On appeal, *held*, that the deceased having failed to take any appeal from the action of his branch expelling him, thereby acquiesced in the decision of expulsion, and that it is just and reasonable to hold that when a member of such society has a remedy, under the rules of his Order, from any supposed erroneous action, injurious to himself, he should first exhaust that remedy before appealing to the courts for relief.

Jeanes vs. Grand Lodge A. O. U. W., S. C. of Me., Oct 10, 1894.

Note: After death is a poor time to ask courts to correct alleged erroneous acts of a relief association. As a rule courts insist that members follow the prescribed mode of correcting supposed erroneous action; failing in this without a reasonable excuse, courts hesitate to remedy the wrong, if any exists.

Suspension—Reinstatement, How Accomplished—Non-Payment of Assessment—Effect.

1. In an action where the complaint alleges that deceased, having been suspended, for non-payment of assessment, in order to reinstate himself according to the provisions of the constitution of the Order, and in conformity with a notice from the secretary thereof, tendered to the official the amount he owed for assessments, and, that by reason of his refusal to receive the amount, deceased was deprived of the right to apply for reinstatement by a vote of his branch. *Held*, allegations sufficient declaration that deceased performed all the conditions required on his part to secure his reinstatement, notwithstanding the

constitution of the Order provides that, after payment of the assessment, deceased could not be reinstated except by vote of his branch.

2. When a certificate provides that if the assured member fails to pay his assessments, he shall be suspended, and can be reinstated only by a majority vote of the subordinate branch to which he belongs, after paying all assessments due from him. *Held*, that the refusal of the officer of the branch to which he belonged, whose duty it is to collect assessments, to accept those due from the assured after his suspension, does not waive the provision of the certificate requiring a vote of his branch, where there is no evidence that if the question had been submitted to the local branch, it would have voted for reinstatement, especially where the constitution of the society provides that the officers of the subordinate branch, in collecting assessments, are not agents of the supreme body. Judgment for plaintiff reversed.

Supreme Lodge A. O. U. W. of Indiana vs. King. Ind. App. C., Oct. 11, 1894.

Note: One of the most vital questions that arises in relation to the rights of members of beneficial orders is that concerning the power of suspension and expulsion. It is quite unnecessary to inquire when and under what circumstances a member may be expelled and what procedure must be observed in the exercise by a society of this power. This fact must be remembered. There may be an expulsion from membership in the subordinate branch for violation of the penal provisions of its laws, which generally carries expulsion from the society itself with it, and there may be a conditional expulsion, or suspension, for non payment at the prescribed time of an assessment by the superior body. In the first case the local branch may act as an independent body, in the latter as agent of the superior body, if an affirmative act is required to perfect the expulsion. The members should know that, generally, if an assessment is not paid at the fixed time, the non-payment, by the laws of the order, works a suspension, which is in fact an expulsion, although the member may be restored to membership by compliance with certain requirements of the laws of the order. But if the member is by some affirmative act suspended by his branch, and has notice of such act and does not exercise the right of appeal secured him by the laws of the order, the action of his branch is final and cannot be assailed in an action on the certificate after a member's death. (See cases reported in 137 Mass., 368; 129 Mass., 70, and 28 Mo. App., 463.)



Outing for December opens with a charming story, "A Jamestown Romance." No truer or more fascinating picture has been drawn of life in the brave old Virginia days, when cargoes of young women gathered from the crowded homes of England, were sent out by the "London Company" to the infant colony as wives for such of the bachelor settlers as should choose to pay for spouses in good tobacco. The happy blending of naturalness, historical correctness and admirable character drawing make this story a gem indeed. It well deserves its prominent position in the opening pages of this excellent number of *Outing*. The illustrations are superb, especially the full page portraying the hero and heroine of the story at the landing place. In grouping of its many figures this illustration, a masterpiece indeed, is well worth the price of the number.

"The political Economy of Natural Law," is the title of a new book by Henry Wood, author of "Ideal Suggestions," "God's Image in Man" and a number of similar works. As is indicated by the title, the purpose of this work is to outline a political economy that is practical rather than theoretical, one based upon the laws of nature rather than upon the deductions of the human reason. Mr. Wood has evidently given the subject much thought, and handles it not only with originality, but with a skill that gives an ever present interest to the driest facts. However much the reader may differ from the conclusions reached he cannot but enjoy the book, and must pronounce it a pleasing and forceful presentation of the theory of evolution as applied to political economy. Those who have been inclined to avoid such questions as dry and uninteresting, will be surprised to find how charming they can be made when skillfully handled. The book is published by Lee & Shepard of Boston.

The *Arena*, with its big Christmas number of over 200 pages, opens the eleventh volume, and its increasing bulk as well as the repute of its contributors and the standard and character of

its literature, indicate its extending influence and prosperity. In the December issue there are contributions from some of the greatest writers of our day, and some of the most delightful and entertaining of the younger American essayists and fictionists. In the former class are Professor Max Muller, the great Oriental scholar and authority on language and comparative religion, of Oxford University, and Count Leo Tolstoi, the famous Russian novelist and social reformer. In the latter are Hamlin Garland, the author of "Main Traveled Roads," Will Allen Dromgoole, the Southern story writer; Rev. Minot J. Savage, the famous Boston preacher; B. O. Flower, the editor of the *Review*; Walter Blackburn Harte, author of "Meditations in Motley;" Henry Lathford and Helen H. Gardner, the popular novelist.

The *Review of Reviews* for December brings to the attention of its readers a remarkable state of things in South American international relations. It has been known for years that Great Britain has persistently encroached on territory belonging to the little republic of Venezuela; but few Americans have been aware of the extent of those encroachments. The editor of the *Review of Reviews* asserts that England is now occupying a vast region which only a few years ago she acknowledged to belong to Venezuela, and that in fact she has no lawful claim to any territory whatever west of the Essequibo river, although she has acquired the coast line as far west as the Orinoco. The editor's charges seem to be supported by the statements of reliable English publications; the *Cyclopedia of Geography*, for example, computed the area of British Guiana a few years ago as 50,000 square miles, while the present area is given as 109,000 square miles by all British statistical works, although there have been no cessions to England in that region. As Great Britain has refused arbitration of the points in dispute, the *Review of Reviews* advocates the appointment of a joint commission by the United States, Mexico, and the South American republics, to investigate Venezuela's claims, and that such as may appear well founded be sustained by the united American powers against England.

A new Division of the Order was instituted by Grand Chief Conductor E. E. Clark at Danville, Ill., on the 2nd inst.

Brother Thomas Hinkley, of Division No. 305, will learn of something to his advantage by communicating with his secretary.

The wife of H. B. Pelham, late a member of Division No. 108, is anxious to learn his present address. Any information sent to her at Woolley Washington, will be thankfully received.

Brother T. F. Clancy will be grateful if some Brother will send the address of one George B. Flanders, late an employe of the Pullman company in St. Paul, to him at 2954 13th ave., Rock Island, Ill.

The editor acknowledges receipt of kindly remembrances in form of invitations and complimentary tickets to entertainments to be given by Divisions 5 and 106, on November 27 and December 19, respectively.

Anyone knowing the present location of F. M. Burlison, who was running a train out of Rawlins, Wyo., when last heard from, will confer a favor by notifying Brother J. W. Moreland, Room 32 Dearborn Station, Chicago, Ill.

The *Citizen*, of Albuquerque, N. M., says: "Our good governor is writing a book entitled 'Ships That Pass in the Night.'" The *Rincon Shaft* says: "Tom, dear boy, you're mistaken; it should be 'Chips That Pass in the Night.'" That's good.

Brother J. Mackenzie, Secretary of Division No. 13, would be pleased to learn the present address of Jno. McGregor formerly a conductor on the M. C. R. R. Any Brother having the desired information will confer a favor by addressing Brother Mackenzie at St. Thomas, Ont.

THE CONDUCTOR has learned of some instances where those who were suspended from the Order and who have never reinstated themselves, are posing as members in good standing. This is not honest or manly, and if necessary in order to stop it THE CONDUCTOR will give some names.

The Legislative Board of the B. of R. T. for Illinois will meet at Springfield on the second Monday in January, 1895. Representatives of other organizations are invited to meet and co-operate with them. Brother W. G. Edens, of Galesburg, Ill., will gladly give any desired information.

Brother E. J. Woolheater, Secretary of Division No. 244, was so unfortunate as to have one of his hands caught while making a coupling on the 8th inst. His many friends will learn with pleasure that the injury is not serious, and that he will escape without losing any portion of the hand.

Any one knowing the present address of Edward Russell, formerly a member of Cincinnati Division No. 107, of the Order of Railway Conductors, will confer a great favor by sending it to his sister, Mrs. Maggie Gansley, Covington, Ky. Russell is supposed to be in South America. His daughter Edna is very sick and not likely to recover.

Brother J. D. Condit, Chief Conductor of Division No. 40, has been promoted to the position of traveling passenger agent for the Chicago, St. Paul, Minneapolis & Omaha, with headquarters at St. Paul. This is a well-earned advancement, and the many friends of Brother Condit will hope that it may prove to be but the first step toward the full reward of his merits.

Invitations have been received at this office to the wedding of Brother J. H. Smith and Miss Fannie Marshall, to be held on the evening of the

19th inst. at Charlotte, N. C. Brother Smith is the efficient Secretary of Division No. 221, and has many friends in the Order who will rejoice in his good fortune, and will wish continued happiness and prosperity for him and his charming bride.

* *

Any Brother having the index numbers of volumes 1 and 6, which he does not care to preserve, will confer a favor by sending them to this office.

* *

Brother C. L. Beeland, of Division 284, was so unfortunate as to have his right foot crushed by the wheels of his caboose, on the 14th ult. Everything possible was done for him, but it was found necessary to amputate the foot on the following Sunday. Brother Beeland will have the sympathy of all in his misfortune, and all will hope for his speedy recovery.

* *

Ten grain cars without a known owner are being used in the northern part of Indiana by any road which happens to get hold of them. They bear the letters F. W., J. & S., and were originally the property of the Fort Wayne, Jackson & Saginaw, but when this road passed into the control of the Lake Shore, these ten cars were, in some manner, left out of the deal, and the Lake Shore disowns them rather than enter into litigation which would likely follow their claiming the cars.—*St. Louis Republic*.

* *

It is important that the members of our Order make arrangements as early as possible with their secretaries to report them as being entitled to THE CONDUCTOR for the coming year. All changes of address should be given at the same time. Those members who are now entitled to THE CONDUCTOR and are not receiving it, will do well to bear in mind that it is because they have not presented the matter properly to their secretaries, or because we have not been furnished with their correct addresses.

* *

No library is complete without *Harper's Pictorial History of the Civil War*, and none of our readers can afford to miss an opportunity for securing it. It is published in portfolio form, bound in paper, and contains 800 pages 11½ x 16 inches, and more than 1,000 of the best illustrations that appeared in *Harper's Weekly* during the war. For \$3.25 we will send THE RAILWAY CONDUCTOR one year and deliver to you this volume post paid. For ten new subscribers at \$1.00 each, sent by one person, we will give the History free and post paid. Will quote prices on handsomely bound copies in one and two volumes.

The Quarterly Illustrator enters upon its third volume with the current number, and the number begins with a subject very dear to the average heart. The American girl has been our most important national characteristic since James expounded that abnormal specimen, Daisy Miller. Since then the variety and number of American girl types have been limited only by the number of authors to write about them. Under the title of "The Origin of a Type of the American Girl," Richard Harding Davis tells with his judiciously injudicious levity of how Charles Dana Gibson became the originator of a popular type.

* *

There is and must be a clearly drawn line between a lawful and an unlawful strike. Where that line is should be definitely decided and thoroughly understood. Mr. T. W. Harper, one of the attorneys for us in the appeal from the "Jenkins" decision, and in the U. P. case before Judge Caldwell, has given this question much study, and in another column will be found an article written by him for the *Locomotive Firemen's Magazine*, which is stripped of legal phraseology and written especially for the members of labor organizations. It is worth careful perusal and consideration.

* *

"Boys' and Girls' New Pictorial Library of Prose, Poetry and Art" is a book that appeals directly to the young people. It is filled with articles on travel, adventure, history, biography, etc., by eminent authors, making with all its other departments a perfect compendium of instructive and pleasure-giving reading. It is elegantly bound in red silk cloth and contains 132 fine illustrations, forty-one full page engravings and twenty-four full page illustrations in colors. The regular price of this work is \$1.75, but by special arrangement with the publishers we are enabled to offer it, together with THE RAILWAY CONDUCTOR for one year, for that price. For four new subscribers to THE CONDUCTOR at \$1.00 each, sent by one person, we will give this handsome book free, in both instances it being delivered prepaid by express. We can make it an object for you to secure us some subscribers.

* *

A prominent railroad official of Texas is authority for the statement that the splendid crops of the present year have practically cleared the farms of that state from mortgages. The roads as well as the farmers are reaping a benefit from this unexampled prosperity.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Dec. 1, 1894; Expires Jan. 31, 1895.

Assessment No. 289 is for death of G. W. Minear, Nov. 7, 1894.

Assessment No. 290 is for death of W. A. Wampler, Nov. 15, 1894.

BENEFITS PAID FROM OCT. 21 TO NOV. 20, INCLUSIVE.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
752	\$2,000	Death	J. H. McGuire	Diabetes	104	B	196
753	1,000	Death	M. J. Wilson	Accident	4243	A	316
754	3,000	Death	P. W. Kalibur	Consumption	3273	C	89
755	2,000	Death	Geo. Galvin	Consumption	2084	B	100
756	1,000	Dis.	D. Wildin	Loss of Foot	2894	A	170
757	3,000	Death	John McMahon	Consumption	3219	C	8
758	1,000	Death	H. B. Call	Accident	2851	A	157
759	3,000	Death	J. S. Rosse	Paralysis	1650	C	105
760	3,000	Dis.	J. H. Evans	Loss of Arm	1222	C	1
761	1,000	Dis.	J. S. Brandon	Loss of Leg	3159	A	4
762	1,000	Death	C. E. Bohr	Accident	392	A	259
763	1,000	Death	A. F. Dutton	Pneumonia	2678	A	81
764	3,000	Death	W. L. Davenport	Consumption	4206	C	52
765	2,000	Death	G. E. Connit	Bright's Dis.	1430	B	46
766	1,000	Death	J. A. Houseworth	Pleurisy	4828	A	180
767	1,000	Death	C. M. Modrell	Accident	4677	A	297
768	1,000	Death	J. E. Moore	Typhoid Fever	400	A	3
769	3,000	Death	D. Shoop	Typhoid Fever	404	C	138
770	1,000	Death	C. A. Dixon	Typhoid Fever	3335	A	263
771	1,000	Death	A. B. Gibson	Typhoid Fever	4176	A	3

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,897; Series B, 2,714; Series C, 4,648; Series D, 350; Series E, 80. Amount of assessment No. 289, \$25,949; No. 290, \$25,989; Total number of members 12,753.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to October 31, 1894.....	\$1,773,799.20
Received on Expense Assessments to October 31, 1894.....	25,995.00
Received on Applications, etc., to October 31, 1894.....	28,282.04
	\$1,828,076.24
Total amount of benefits paid to October 31, 1894.....	\$1,720,854.00
Total amount of expenses paid to October 31, 1894.....	63,503.81
Insurance cash on hand October 31, 1894.....	43,718.43
	\$1,828,076.24

EXPENSES PAID DURING OCTOBER.

Postage, \$131.00; Incidental, 25 cts.; Salaries, \$355.00; Fees returned, \$7.00; Stationery and Printing, \$10.85; Assessments returned, \$15.00; Legal, \$100; Total, \$619.10.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 285 to Nov. 20.....	\$24,286.20
Received on Assessment No. 286 to Nov. 20.....	24,207.30
Received on Assessment No. 287 to Nov. 20.....	10,605.00
Received on Assessment No. 288 to Nov. 20.....	3,467.00

WM. P. DANIELS, Secretary.



Minear.

Brother G. W. Minear, of Division No. 263, met with death in a collision near Cumberland, Md., on the 6th ult. He was in charge of a stock train, and was running rapidly to make his point for meeting a limited express. Through a mistake the two trains met on a sharp curve while going at top speed, six of the trainmen losing their lives in the wreck. Brother Minear was but 28 years of age, and was one of the most popular members of his Division. The sympathy of all the Order will be extended the grief stricken wife and parents. The funeral was held at Cumberland under the auspices of the various orders of which deceased was an honored member, and was largely attended.

Sommers.

Brother Peter J. Sommers, of Division No. 119, was killed on Nov. 8, last, at Montpelier, Ind., while in the performance of his duties on the L. E. & W. R. R. At the time of the accident deceased was attempting to pull a pin in front of the engine, and was caught in some way by the pilot, being so badly crushed that death ensued two hours later. A wife and two small boys are left to mourn his loss. Brother Sommers had been conductor on the G. R. & I. R. R. for seventeen years, and was one of the most popular men in that portion of the state. The funeral was conducted by the Order and by the Catholic Benevolent Legion.

Reed.

The charter of Division No. 168 is draped in mourning in memory of Brother J. H. Reed, who was killed while in the performance of his duty at Gorton, Pa. Although but a young man Brother Reed was one of the most active workers of his Division, and was deservedly popular wherever known. The most profound sympathy of the Brothers was extended the sorrowing wife and family in their grievous affliction.

Warren.

The sympathy of all the Order will be extended to Brother John Warren, Chief Conductor of Division No. 367, who is mourning the death of his mother. Mrs. Warren had been for many years a resident of La Harpe, Ill., and it was to the family home in that city the final and irrevocable summons came. Dowered by nature with the chief of those graces which go to make up the most perfect womanhood, her life was a constant benefaction, and her death will be mourned wherever that blessed influence radiated.

Gifford.

Brother S. C. Gifford, of Division No. 106, has been called upon to mourn the loss of his wife, who died at the family home in Rock Island, Nov. 11, last. The sympathy of every member of the Division and of the many friends was extended the bereaved ones in their loss of that most priceless of all earthly treasures, a loving wife and mother.

Lull.

M. J. Lull, a member of Division No. 10, died Oct. 29, 1894, at Towanda, Pa., of heart disease. Brother Lull had been an employee of the L. V. R. R. for twenty-five years, at the time of his death was a member of the Pennsylvania State Legislature, and one of the trustees of the Soldiers' Home at Erie, Pa. He was widely known and highly esteemed, and his death has cast a gloom over the entire community. He was a member of the G. A. R., also of the Northern Commandery K. T. of Towanda, which body had charge of burial service. He left an invalid wife who has the sympathy of all in the loss which she has sustained.

Eaton.

At a regular meeting of Pocatello Division No. 209, resolutions were adopted expressing their sympathy with Brother L. A. Eaton in the death of his beloved wife, Katherine Eaton, who passed away in the prime of life at Williamston, Michigan, Oct. 10th, 1894. A true wife and devoted mother—no higher eulogy can be pronounced on any woman. Three little children are left with their father to mourn her loss.

Wampler.

Brother William A. Wampler, of Division No. 179, was killed near Elizabeth, Kas., on the A. T. & S. F. Ry., on the night of Nov. 13, 1894, while in the performance of his duty. He was passing over the top of his train, and is supposed to have fallen between the cars, a portion of his train, the entire second section and part of the third section passing over him before he was found. He leaves a father 94 and a mother 76 years of age, but well provided for in their old age, as Brother Wampler held a certificate in the Benefit Department of \$3,000, made payable to his mother. Would that more parents of railroad men had such a son. He was buried from the residence of his sister, Mrs. J. H. Griffith, Friday, Nov. 16, by Topeka Division No. 179, O. R. C., and Lincoln Post, G. A. R., of which he was a member. Brother Wampler was a faithful member of our Order, and held the office of I. S. at the time of his death.

McGettrich.

Pike's Peak Division No. 244 mourns the loss of Brother Thomas McGettrich, who was killed in the active discharge of his duties at Florissant, on the line of the Colorado Midland Ry. at 12:00 m. on Tuesday, Nov. 27, 1894. Deceased was a worthy member of the Order, of high character, and a loyal Brother. At a meeting of his Division, resolutions were adopted expressing the sorrow of the members with and sympathy for his bereaved and loving wife.

Haggerty.

The members of Division No. 153, at their first regular meeting in November, adopted resolutions condoling with Brother H. M. Haggerty in the death of his beloved wife.

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No. 1.

JAN., 1894.



OL. XI.

THE

RAILWAY CONDUCTOR

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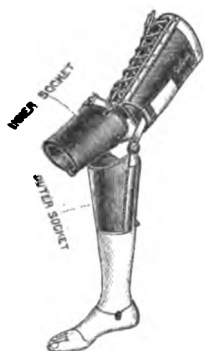
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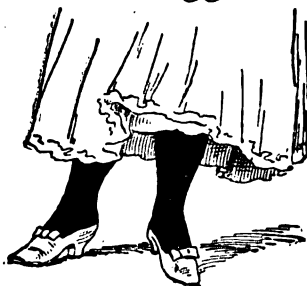
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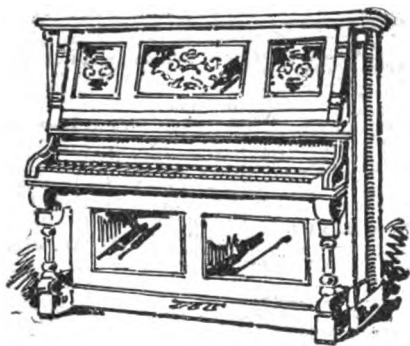
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List of Divisions by States and Provinces.

No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.
	Alabama.		Florida.		Kansas.		Missouri.		N. Carolina.		Tennessee.
334	Avondale	196	Jacksonville	245	Arkansas City	194	Brookfield	318	Asheville	250	Bristol
186	Birmingham	199	Pensacola	28	Atchison	238	Chillicothe	221	Charlotte	148	Chattanooga
310	Mobile	277	Sanford	265	Chanute	241	De Soto	264	Raleigh	149	Jackson
98	Montgomery		Georgia.	300	Dodge City	39	Hannibal	271	Wilmington	139	Knoxville
185	Selma	284	Americus	338	Eldorado	55	Kansas City			175	Memphis
248	Tusculumbia	180	Atlanta	330	Emporia	49	Moberly		N. Dakota.	135	Nashville
		202	Augusta	165	Ft. Scott	60	Sedalia				
	Arizona.	230	Cedartown	276	Goodland	212	Slater				
313	Tucson	71	Columbus	257	Herington	30	Springfield	273	Dickinson		Texas.
85	Williams	123	Macon	226	Horton	321	Springfield	72	Fargo	266	Big Spring
	Arkansas.	311	Savannah	342	Junction City	188	Stanberry	178	Grand Forks	262	Cleburne
			Way Cross	151	Noodlesha	141	St. Joseph			53	Denison
332	Jonesboro		Idaho.	137	Newton	3	St. Louis		Ohio.	69	El Paso
331	Little Rock			161	Osawatomie	42	Trenton			88	San Antonio
251	Pine Bluff	280	Hope	179	Parsons					57	Fort Worth
59	Texarkana	209	Pocatello		Topeka					7	Houston
269	Van Buren									76	Palestine
	California.		Illinois.		Kentucky.		Mississippi.			77	San Antonio
111	Los Angeles	127	Amboy	133	Bowling Green					256	Temple
282	Needles	96	Aurora	322	Covington					18	Tyler
195	Sacramento	81	Beardstown	239	Lexington					116	Yoakum
312	San Bernardino	87	Bloomington	89	Louisville		Montana.				
115	San Francisco	112	Centralia	290	Paducah						
	Canada.	298	Champaign	297	Somerset						
	British Columbia.	1	Chicago		Louisiana.						
267	Vancouver	41	Chicago	108	New Orleans						Utah.
	Manitoba.	293	Chicago								
47	Winnipeg	337	Chicago				Nebraska.				
	New Brunswick.	222	Chillicothe								
214	Moncton	63	Clinton								
219	St. John	118	Danville								
	N.-W. Territory.	74	Decatur								
255	Medicine Hat	327	Effingham								
	Nova Scotia.	260	Forrest								
803	Truro	235	Freeport								
		83	Galesburg								
		101	Mattoon								
		308	Mt. Carmel								
		79	Peoria								
		106	Rock Island								
		97	Roadhouse								
		98	Savanna								
		206	Springfield								
	Ontario.		Indiana.								
355	Allandale	125	Andrews								
223	Chapleau	207	Ashley								
286	Ft. William	19	Elkhart								
27	Hamilton	315	Evansville								
16	London	254	Frankfort								
35	Niagara Falls	119	Ft. Wayne								
242	North Bay	138	Garrett								
29	Ottawa	120	Huntington								
189	Pt. Edward	303	New Albany								
352	Rat Portage	103	Indianapolis								
13	St. Thomas	302	La Fayette								
17	Stratford	110	Logansport								
345	Toronto	213	Michigan City								
344	Toronto Junc.	301	Seymour								
	Quebec.	339	Terre Haute								
			Washington								
80	Farnham		Iowa.								
75	Montreal	228	Belle Plaine								
88	Point Levis	34	Boone								
130	Quebec	31	Burlington								
	Colorado.	58	Cedar Rapids								
244	Colo. Springs	33	Clinton								
63	Durango	328	Council Bluffs								
43	Denver	21	Creston								
325	Grand Junc'n	38	Des Moines								
252	Leadville	347	Dubuque								
36	Pueblo	164	Eagle Grove								
232	Salida	93	Estherville								
147	Trinidad	353	Ft. Dodge								
	Connecticut.	283	Fort Madison								
		4	Marshalltown								
50	Hartford	268	Marion								
317	New Haven	117	Ottumwa								
	Delaware.	84	Perry								
		22	Sanborn								
		232	Sioux City								
		279	Stuart								
224	Wilmington	67	Waterloo								

ORDER OF RAILWAY CONDUCTORS--DIRECTORY.

GRAND OFFICERS.

Grand Chief Conductor—E. E. CLARK, Cedar Rapids, Iowa.
Assistant Grand Chief Conductor—CHARLES H. WILKINS, 4800 Dearborn street, Chicago, Ill.
Grand Secretary and Treasurer—WM. P. DANIELS, Cedar Rapids, Iowa.
Grand Senior Conductor—A. B. GARRETSON, Osceola, Iowa.
Grand Junior Conductor—E. W. PURRETT, 514 Magnolia St., Toledo, O.
Grand Inside Sentinel—R. E. MALLEADY, 16 W. 2d street, Corning, N. Y.
Grand Outside Sentinel—W. C. BRADLEY, Box 256, City of Mexico, Mexico.

TRUSTEES.

MARTIN CLANCY, Chairman, - - - - - Kent, Ohio
 F. J. DORSEY, - - - - - 46 Lilly Street, Winnipeg, Man.
 W. R. MOONEY, - - - - - 34 Merrimack St., Nashua, N. H.

INSURANCE COMMITTEE.

WM. J. DURBIN, Chairman, - - - - - 726 Clybourn St., Milwaukee, Wis.
 J. H. LATIMER, - - - - - 36 Wall St., Atlanta, Ga.
 W. K. MAXWELL, - - - - - 1526 Morgan Ave., Parsons, Kas.

Names in FULL FACE type are Cipher Correspondents.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Chicago No. 1, Chicago, Ills.	C. C., C. H. Warren, Grand Central Depot. Sec., J. H. Penfield, 851 72nd Place Wm. Kilpatrick , 166 Park ave.	First and Third Sundays, 10:30 a. m. 83 Madison st., opp. McVicker's theater.
Buffalo No. 2, Buffalo, N. Y.	C. C., S. H. McDonough, 179 Morris st. Sec., H. S. Chapman , 71 Prospect st., Lockport	First, second and fourth Sunday, 2:00 p. m., over 120 E. Seneca street.
St. Louis No. 3, St. Louis, Mo.	C. C., Dell Robinson, 1300 Dolman st. Sec., W. F. Lewis , 2849 Russell avenue.	Second and Fourth Sundays, 1:00 p. m. Elk's Hall, over Hogan Theatre, cor. 10th and Pine sts.
Marshall No. 4, Marshalltown, Ia.	C. C., F. M. Landon , 311 south 4th st. Sec., H. McFarlane, 103 S. First st.	First and Third Sundays, 3:00 p. m. I. O. O. F. Hall, over 1st Nat. Bank.
Collins No. 5, Baltimore, Md.	C. C., H. Long , 1135 Mount st. Sec., R. Stapleton, St. Denis, Md. Thos. J. Henrix	1st and 3d Tuesdays, 8 p. m. s. e. cor. Liberty & Barnet sts.
Battle Creek No. 6, Battle Creek, Mich.	C. C., C. W. Shauhan, 222 E. Main st. Sec., C. B. Martin , Mass. av. & New Engl'd st.	Second and Fourth Sundays, 2:30 p. m. Elk's Hall, cor. Jeff. & Canal st.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 1416 Jackson st. Sec., R. M. Hoover, lock box 258. M. E. Carey , 1819 Maury st.	Every Monday, 2:00 p. m.
Rochester No. 8, Rochester, N. Y.	C. C., J. O. Spelman. Sec., D. E. Phillips , 4 Rundel Park.	Every Sunday. 3:00 p. m. Reynolds Arcade.
Elmira No. 9, Elmira, N. Y.	C. C., J. T. Walsh, 1302 Pratt st. Sec., T. B. Hewitt, 555 Franklin st. H. C. Hoagland , 614 Park Place.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple.
Southern Tier No. 10, Sayre, Pa.	C. C., J. Galligan, Waverly, N. Y. Sec., G. A. Kennedy, box 297. W. R. Raymond .	First Thursday 7:30 p. m. and Third Sunday 3 p. m. Richard's Hall.
Newton No. 11, Newton, Kas.	C. C., L. L. Bigler. Sec., J. J. Berry. C. W. Rankin , 205 W. Broadway.	First and Third Mondays, 2:00 p. m. K. of P. Hall.
Lackawanna No. 12, Scranton, Pa.	C. C., Frank Transue. Sec., Jno. Henschler , 529 north Lincoln ave.	Second and Fourth Sundays, 2:30 p. m. German I. O. O. F. Hall.
Union No. 13, St. Thomas, Ont.	C. C., T. Lowry. Sec., J. Mackenzie, box 887.	Every Sunday, 2:00 p. m. Masonic Bk.
Cleveland No. 14, Cleveland, Ohio.	C. C., John F. McVean, 92 Dunham av. Sec., C. P. Hodges, 5 Fairfield st. Chris Corlett , 147 Seely ave.	Second and Fourth Sundays, 1:00 p. m. City Hall, Superior St.
Stratford No. 15, Stratford, Ont.	C. C., M. Wade. Sec., H. T. Buchanan , box 488.	Second and Fourth Sundays, 2:30 p. m. Shakespeare Hall.
London No. 16, London, Ont.	C. C., Geo. Woods, 103 Cartright st. Sec., John McAuliffe , 256 Hill st.	First and Third Sundays, 2:30 p. m. K. of P. Hall.
Toronto No. 17, Toronto, Ont.	C. C., A. Riley. Sec., W. J. Gray, 39 Beverly st. W. R. Hill , 291 Palmerston ave.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Magnolia No. 18, Temple, Texas.	C. C., S. E. Camp. Sec., Chas. Wreatham .	
Elkhart No. 19, Elkhart, Ind.	C. C., S. J. Guyer, Marion st. Sec., J. T. Wishart, 210 St. Joe st. W. D. Anderson , 125 St. Joe St.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Garfield No. 20, Collinwood, Ohio.	C. C., W. H. Moulton, box 191. Sec., G. Mitchell. C. A. Hammond .	1st and 3d Tuesday, 2:00 p. m. I. O. O. F. Hall.
Creston No. 21, Creston, Iowa.	C. C., J. B. Rutherford , 212 N. Y. ave. Sec., W. E. Cartwright, 204 W. Popular st.	Fourth Sunday, 2:30 p. m., 2d Monday, 9:30 a. m. G. A. R. Hall.
Mason City No. 22, Sanborn, Iowa.	C. C., Geo. N. McCulloch . Sec., A. Nelson, 915 Rawlins st., Mason City, Ia.	Second and Fourth Sunday, 10 a. m. Masonic Hall.
Sylvania No. 23, Shamokin, Pa.	C. C., S. E. Miller , 924 E. Sunbury st. Sec., E. M. Seitzinger, 230 W. Dewart st	First and Third Sundays, 10:00 a. m. Kern's Hall.

THE RAILWAY CONDUCTOR.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
St. Albans No. 24. St. Albans, Vt.	C. C., A. F. Rock. Sec., J. B. Wiley , 34 Upper Weldon st.	First and Third Sundays. Good Templar's Hall.
Maple City No. 25. Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal st. Ed Stevens , Carthage, N. Y.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows Temple.
Toledo No. 26. Toledo, Ohio.	C. C., B. O. Smith, 1132 Ontario st. Sec., H. O. Wright , care Penn depot.	First Monday, 7:30 p. m.; Third Sunday, 2:30 p. m. St. George's Hall.
Arnum No. 27. Hamilton, Ont.	C. C., E. Connors, 26 Harriet st. Sec., A. Cameron, 179 Hess st. No. Jas. Ogilvie , Barton st. E.	Second and Fourth Saturday, 7:00 p. m. Masonic Hall.
Carver No. 28. Atchison, Kas.	C. C., W. J. Brownson, 401 Parallel st. Sec., H. Nesbitt, Box 72. W. P. Utley , 711 n 10th st	2d and 4th Sundays, 2:00 p. m. Wellington Hall
Randolph No. 29. Ottawa, Ont.	C. C., D. Hopkins, 63 Cedar st. Sec., H. T. F. Moore , 411 Nepean st.	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall.
Ozark No. 30. Springfield, Mo.	C. C., W. B. Breese , Station A. Sec., J. L. Litten, 2102 N. Jefferson st.	First and Third Sundays, 2:00 p. m. Cor. 4th & Jefferson sts.
Star No. 31. Burlington, Iowa.	C. C., P. R. Kelley, 1309 Division st. Sec., M. W. Robinson, 1008 S. Third st. H. H. Goodell , 615 Sumner st.	Every Sunday, 2:00 p. m. K. of P. Hall.
Keystone No. 32. Meadville, Pa.	C. C., M. Hough , 117 Dock st. Sec., G. A. Thompson, 356 Pine st.	First Sunday, Third Monday. K. of P. Hall.
Clinton No. 33. Clinton, Iowa.	C. C., N. J. Oakes, 411 8th av. Sec., D. Abbott, 709 6th st. C. Wescott , 602 north First st.	2d Monday 10:00 a. m. 4th Sunday, 2:00 p. m. I. O. O. F. Hall.
Boone No. 34. Boone, Iowa.	C. C., F. Champin. Sec., Wm. L. Butler, W. B. Parkin .	First Sunday, 8:00 p. m. Masonic Hall.
North Platte No. 35. North Platte, Neb.	C. C., N. B. McBride , 518 east 8th st., Grand Sec., W. R. Vernon, box 378. (Island, Neb.)	Every Sunday, 2:00 p. m., 3d floor Riverside blk. 10½ N. Union ave.
Arkansas Valley No. 36. Pueblo, Colo.	C. C., Harry Hart. Sec., Ira Collin. C. J. Wilson , Triangle blk.	First and Third Sundays. B. & D. Depot building.
Delaware No. 37. Phillipsburg, N. J.	C. C., E. C. Miller. Sec., Samuel Phipps , Box 519.	2d & 4th Sundays. 2:00 p. m. Cor. W. 6th & Walnut.
Des Moines No. 38. Des Moines, Iowa.	C. C., E. J. Cavanaugh. Acting Sec., E. J. Cavanaugh, 1442 w. Locust.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Hannibal No. 39. Hannibal, Mo.	C. C., F. A. Miloy. Sec., L. R. Carver, 202 S. 8th st. H. W. Shutte , 316 Church st.	First and Third Sundays, 3:00 p. m. Masonic Hall, Wabasha street, bet. 3rd and 4th avenue.
St. Paul, No. 40. St. Paul, Minn.	C. C., J. D. Condit, 300 St. Peter st. Sec., M. N. Goss , 377 Starkey st. Sundays 624 Ohio st.	2d and 4th Sundays, 1:30 p. m. I. O. O. F. Hall, Com. Bk.
Major Morris No. 41. Blue Island, Ills.	C. C., W. M. Coffee. Sec., G. D. Cruely, Blue Island, Ill. A. J. Anrand , 4706 Wentworth av.	First and Third Sundays, 2:00 p. m. 17 Elm street.
Trenton No. 42. Trenton, Mo.	C. C., C. C. Hatch. Sec., E. A. Stone, box 174. S. W. Binard , lock box 151.	Every Sunday, 4 p. m. Manahan's Hall.
Central No. 43. East Syracuse, N. Y.	C. C., J. H. Sanders. Sec., E. G. Andrews , box 157	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Denver No. 44. Denver, Colo.	C. C., D. A. Clark, 1727 Humboldt st. Sec., C. H. Gardner, 1406 17th st. J. J. Brennan , 2712 Stout st.	Second and Fourth Sundays, 2:30 p. m. Odd Fellows Hall.
Chapman No. 45. Oneonta, N. Y.	C. C., J. Bedford , 30 south Main st. Sec., W. C. Gurney, box 133.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
Milwaukee No. 46. Milwaukee, Wis.	C. C., P. W. O'Neil, 150 5th st. Sec., E. A. Sims, 584 21st st. W. J. Durbin , 726 Clybourn st.	Second Saturday, 4th Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
North Star No. 47. Winnipeg, Man.	C. C., W. G. Chester , 122 Harriet st. Sec., F. J. Dorsey, 46 Lilly st.	First and Third Sunday, 8 p. m. Elks Hall, Woodward av. & Larned st.
International No. 48. Detroit, Mich.	C. C., E. D. Schaffer, 417 24th st. Sec., F. C. Smith , 70 Woodward avenue.	1st and 3d Sundays, 1:00 p. m. Hannah's Hall.
Moberly No. 49. Moberly, Mo.	C. C., J. W. Canatsy. Sec., H. H. Brewer, 423 Reed st. G. G. Copeland , 521 Rollins st.	Second Sunday 2:00 p. m. K. P. Hall. 297 Main st.
Hartford No. 50. Hartford, Conn.	C. C., W. J. Wallace, 47 Brook st. Sec., C. S. Brigham , 161 Capital avenue.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
Tyrone No. 51. Tyrone, Pa.	C. C., J. S. Benson. Sec., S. C. Cowen, b 124. B. B. Fry , E. Tyrone.	Second and Fourth Sundays, 2:00 p. m. Engineers' Hall 88 Pike st.
Neversink No. 52. Port Jervis, N. Y.	C. C., N. Decker, Erie depot, Jersey City, N. J. Sec., I. B. Cole , 26 Prospect st.	1st and 3rd Sundays, 7:30 p. m., 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
Lone Star No. 53. Denison, Texas	C. C., W. S. Oldham. Sec., E. B. Kollert, 411 west Walker st. H. J. Miller .	2d Sunday. 12:00 m. 100 W. 24th, st.
New York City No. 54. New York, N. Y.	C. C., A. J. Clow, 1785 Amsterdam Ave. (lyn. Sec., C. F. Heltzman , 880 Flushing ave, Brook-	Every Monday, 2 p. m. 1013 Walnut st.
Kaw Valley No. 55. Kansas City Mo.	C. C., S. C. Clark, 2621 Holmes st. Sec., Geo. W. Howe , 128 w. 5th st.	Third Sunday, 7:30 p. m. 73 State st.
Z. C. Priest No. 56. Albany, N. Y.	C. C., J. C. Sheldon, bx 89 Coeyman's Jct., N. Y. Sec., Jno. M. Stearns , 556 Central avenue.	Every Monday, 2:00 p. m. K. of P. Hall, Main st.
Evergreen No. 57. Fort Worth, Texas.	C. C., W. B. Bell , 312 Broadway. Sec., R. M. Higgs, 317 s. Calhoun st.	First and Third Sundays, 2:30 p. m. K. of P. Hall, 1st Ave.
Valley City No. 58. Cedar Rapids, Iowa.	C. C., W. D. Francis, 393 2d av. west. Sec., L. M. Peck , 142 5th av.	Every Tuesday, 7:30 p. m. O. B. C. Hall
Alamo No. 59. Texarkana, Ark.	C. C., W. H. Nicely, L. & P. tk. of ce, Ft. Worth, Tx. Sec., W. B. Crouch, Texarkana, Ark. John Carmichael , box 33. Texarkana, Tex.	

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Queen City No. 60, Sedalia, Mo.	C. C., R. Richards. Sec., D. A. Williams, 309 E. Third st.	1st, 2d, 3d and 4th Sundays, 2:00 p. m. I. O. O. F. Hall, 303 Ohio st.
La Crosse No. 61, La Crosse, Wis.	C. C., Jas Gaffey , 926 so. 5th st. Sec., E. A. Sloane.	First and Third Sundays, 2:30 p. m. 903 Rose st.
Triumph No. 62, Lyndonville, Vt.	C. C., E. Bigelow. Sec., E. J. Hill, Newport, Ver. R. B. Wetherbee , West Lebanon, N. H.	
San Juan No. 63, Durango, Colo.	C. C., W. T. Shirey, box 71. Secy., R. A. Lowe, Box 634. Paul Meredith.	2d and 4th Saturday 8:00 p. m. Odd Fellows Hall.
Erie No. 64, Erie, Pa.	C. C., T. J. Downing, 1509 Chestnut st. Sec., Jas. Harris, 1051 w. 18th st. Dan Searry , 218 W. 17th st.	First and Third Sundays, 1:30 p. m. B. of L. E. Hall, 1220 State st.
Campbell's Ledge No. 65, Pittston, Pa.	C. C., D. W. Howell, 43 Montgomery st. Sec., W. H. Mathewson , 539 Montgomery st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., C. C. Berry, 28 May st. Sec., S. S. Cahill, box 1063, Brunswick, Maine. W. Sprague , 36 Spring st., Auburn, Me.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., Geo. O. Miller , 119 Manson st. Sec., J. D. Hayes.	Second and Fourth Sundays, 3:00 p. m. A. O. U. W. Hall.
Baraboo No. 68, Baraboo, Wis.	C. C., W. B. Kendall . Sec., J. P. Donahue, box 242.	First and Third Mondays, 2:00 p. m. O. R. C. Hall, Y. M. C. A. Building.
El Paso No. 69, El Paso, Texas.	C. C., S. O. Lesser. Sec., Dug Rose. M. Dillon.	Every Sunday, 2 p. m. G. A. R. Hall, San Antonio St.
Montezuma No. 70, Las Vegas, N. M.	C. C., R. S. Hays, E. Las Vegas. Sec., C. H. Stevenson, box 171, E. Las Vegas, N. M. C. Oder , East Las Vegas, N. M.	Every Sunday, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., C. J. Birdsong. Sec., R. B. Coleman, 1106 Fifth avenue. W. H. Brittingham , 112 15th st.	
Greer No. 72, Fargo, N. Dak.	C. C., O. S. Hume, 2 Columbia Row. Sec., M. S. Walsh , box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., J. A. McGriff, box 593. Sec., V. P. Harvey, 65 Fisk st. A. E. Belden , Sup't office L. S. & M. S. R. R., Youngstown, Ohio.	First Sunday, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., A. E. Hughes, 932 e. North st. Sec., Dan O'Brien, 254 So. Union st. Jas. Crawshaw , 1076 E. William st.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., E. Mundy, 492 Seigneur st. Sec., H. McMillan, 159 Magdalen st. P. Connors , 72 Knox st.	Second and last Tuesday, 1:00 p. m. St. Charles club house, Pt. St. Charles.
San Antonio No. 76, San Antonio, Texas.	C. C., J. Bollons , 720 Nolan st. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall.
Palestine No. 77, Palestine, Texas.	C. C., F. E. Denison. Sec., B. F. Blount, box 65. W. C. Galloway.	Every Saturday 7:30 p. m. O. R. C. Hall.
Robinson No. 78, Savanna, Ills.	C. C., A. W. Sims , lock box 78. Sec., M. D. Downs.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., W. E. Bell, 502 Fisher st. Sec., J. R. Nelson , 317 Morgan st.	Second and 4th Sundays, 10:00 a. m. Castle Hall, 5th floor Observatory bd'g
West Farnham No. 80, Montreal, P. Q.	C. C., T. G. Martin. Sec., H. W. Cutter, box 276, Farnham, P. Q. H. Wallace.	Third Sunday 1:00 p. m. G. A. R. 411 St. James st.
Friendship No. 81, Beardstown, Ills.	C. C., C. Ireland. Sec., T. M. Cook. C. C. Parker.	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 348 w main st. Sec., Jerry Mullen , 405 W. Washington ave.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., G. F. Conley, 710 Knoxville Road. Sec., C. E. Smith, 708 E. Brooks st. O. N. Marshall , 216 Ferris st.	Second and Fourth Saturdays, 7:30 p. m. O. R. C. hall, 31 N. Prairie st.
Perry No. 84, Perry, Iowa.	C. C., H. P. Ward, box 621. Sec., W. C. Kelly, box 360. T. C. Welch , box 2.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C., A. S. Coon, Peach Springs, A. T. Sec., C. H. Richardson.	Every Sunday, 2:00 p. m. O. R. C. Hall.
Delta No. 86, Escanaba, Mich.	C. C., S. J. Murphy, box 119. Sec., E. A. Lloyd , 308 Jennie st	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., J. E. Krichbaum, 509 no Mason st. Sec., J. E. Gallivan, 1302 w. Mulberry st.	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
Ennis No. 88, Ennis, Texas.	C. C., Geo. A. Helm, Corsicana, Texas. Sec., H. P. Barklay , Ennis, Texas.	
Monon No. 89, Louisville, Ky.	C. C., J. G. Harrison , 1342 12th st. Sec., C. S. Dodson, 216 E. Oak st.	Every Sunday at 9:30 a. m. Fall City Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., W. A. Miller. Sec., Jas. Casey. M. J. Hanson , box 47.	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., Sam Stewart , Union depot. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 2:00 p. m. Elk's Hall 2d, st.
Terre Haute No. 92, Terre Haute, Ind.	C. C., F. L. Campbell, 1240 N. 12th st. Sec., W. J. Strang , 674 Wabash ave.	First and Third Sundays, 9:30 a. m. Redmen's hall, 22½ S. Third st.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., Alfred Harrington. J. A. McGonagle , 713 Neb. st., Sioux City, Ia.	Every Fourth Sunday, 10:00 a. m. Odd Fellow's hall, cor. 6th & Market st.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Geo. C. Cornwall No. 94, Wadsworth, Nev.	C. C., G. E. McClure, Winnemucca, Nevada. Sec., H. I. Charter. Geo. Shultz.	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., A. G. King, box 404 Sec., W. H. Brown, box 573. C. W. Bronson.	Second and fourth Sundays, 2:00 p. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., C. D. Judd, 54 Black Hawk st. Sec., C. D. Rossetter, 387 Linden ave. Thos. Flynn, 279 Grant st.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor
Roodhouse No. 97, Roodhouse, Ill.	C. C., A. J. Fell Sec., W. E. S. Gibson.	Every Saturday. K. of P. hall. at 7:30 p. m.
Montgomery No. 98, Montgomery, Ala.	C. C., T. H. Mizell, 511 Columbus, st. Sec., J. C. Elliott, 325 Catoma st.	Alternate Thursdays 2:30 p. m. Commencing June 8, 1893.
Milbank No. 99, Montevideo, Minn.	C. C., Wm. Crooker. Sec., Chas. Aggus. Fred Holzer.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., Mark Wild, 200 Stanring st. Sec., Chas. Ragon, 38 W. Moundst.	Second and Fourth Sundays I. O. O. F. hall, So. High st
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Mansfield, Sec., W. V. Simpson, 10 Shelby st.	Meets First and Third Sundays, 1:30 p. m. K. of P. h hall.
Oatley No. 102, Grand Rapids, Mich.	C. C., W. J. Pangborn, 219 Henry st. Sec., S. H. Wallize, 601 S. Ionia st.	First and third Sundays, 10:00 a. m. Campan blk., S. Division st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., O. M. Lemon, 297 n. Alabama st. Sec., H. M. Mounts, 450 Broadway.	First and Third Sundays, 2:00 p. m. Hammond blk cor. New York st. and Massachusetts ave.
Millard No. 104, Middletown, N. Y.	C. C., J. E. Brazee, 26 Broad st. Sec., G. F. Close, Prince st. and Grand av.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., W. W. Cocke, East End. Sec., R. E. Harris, 8th st.	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., J. C. Cummings, 1308 Park Ave. Racine, Wis. Sec., Ed. Fenwick, 537 35th st. G. T. Sewall, box 529, Eldon, Ia.	2d Sunday, 7:00 p. m.; Fourth Sun- day, 2:00 p. m. Reynold's hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., John Devening, 4th and Center av. Sec., L. D. Cooke, 217 Carlisle av.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., W. Quinn, 161 Carondelet st. Sec., E. M. Moales, 325 so. Franklin st. M. R. Neuhauser, 535 Marias street.	First and Third Mondays, 11:00 a. m. 193 Gravier st.
Crawford No. 109, Galion, Ohio.	C. C., F. D. Holyoke, Marton, O. Sec., L. S. Nelson, 507 n. Detroit st., Bellfontaine, Robt. Crowley. (Ohio)	First and third Sundays, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., P. E. Weise, 1128 High st Sec., H. S. Coats, 2013 Spear st.	Second Sunday, 327 Market st. 2:00 p. m. Fourth Tuesday 7:30 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., E. F. Haggin, 1729 east First st. Sec., J. W. Benjamin, box 935.	First and Third Saturday 7:30. 107½ North Main street.
Centralia No. 112, Centralia, Ill.	C. C., C. C. Davis. Sec., J. L. Davis, 1 box 52.	First and Third Sunday, 2:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., L. M. Thomas, 58 Lincoln st., for C. & N. W. Sec., J. H. Dower, 221 so. Main st.	Fourth Sundays, 2:00 p. m. I. O. O. F. Hall, 61 Milwaukee st. west.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., John Walters, room 11 Union Station. Sec., G. E. Vance, 1309 11th St., Altoona, Pa. Geo. G. Good, room 11, Union Station.	First and third Sundays, 10:00 a. m. U. V. L. Hall, 77 Sixth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., T. Billingslea, 317 Turk st. Sec., J. T. Gurr, 364 E. 11th st. Oakland, Cal.	1st, and 3d Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., E. E. Haddix, box 31. Sec., W. J. Wright, 112 no. Boren st.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., C. E. Fitzgeralds, 421 Bryant av. no. Sec., John H. Pierce, 804 14th av. no.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue. S.
Danville No. 118, Danville, Ill.	C. C., Z. Hamer. Sec., R. S. Davis, 610 N. Kimball st.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., Chas. Zeigler, 303 W. Superior. Sec., C. N. Taylor, 86 Wells st. W. C. Smith, 9 north Cass.	Every Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., W. C. Hall, 61 S. Jefferson st. Sec., A. C. Abbott, 61 east Matilda st.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, S. Dak.	C. C., F. L. Hosac, 225 Beach st. Sec., M. H. Markey, 419 Beach st.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., W. F. Boynton, 44 Everett st., Everett, Mass. Sec., C. D. Baker, 19 Mystic av., Somerville.	Third Sunday, 2:00 p. m. K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., A. N. Kendrick. Sec., T. K. Hunsaker. J. H. Hall	First and Third Sundays, 2:00 p. m. and 4th Sunday 10:15 a. m. I. O. O. F. hall, cor Mulberry st. and Cotton av.
Wahsatch No. 124, Ogden, Utah.	C. C., E. S. Crocker, 663 21st st. Sec., J. H. McCoy, box 331. J. P. Sprunt.	First Sunday, 1:30 p. m.; Third Satur- day, 7:30 p. m., Castle hall, 427 4th st
Friendly Hand No. 125, Andrews, Ind.	C. C., F. S. Beals, box 331. Sec., H. N. Creason, box 24. C. H. Thornburg.	First and Third Wednesday, and Sec- ond and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., C. C. Kiser, 1624 S. Tenth st. Sec., M. J. Roche, 1436 so. 9th st.	First and Third Sundays, 2:00 p. m. Continental blk., cor 15th and Douglas.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Wylie No. 127, Amboy, Ill.	C. C., A. A. Graves, box 438. Sec., C. D. Knowles , box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., E. D. Woodmansee, 1912 Central ave. Sec., E. B. Bond. W. A. Mills .	1st, 9th, 17th and 25th of each month. 2 p. m. K. P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., Chas. Lawrence, Halstead, Pa. Sec., Thos. Summer-ton, box 104. E. F. Wilmot , Halstead, Pa.	First and Third Sundays, 12:30 p. m. W. J. Day's hall, Main st.
Stadacona No. 130, Quebec, P. Q.	C. C., E. Reynolds, 2½ Palace street. Sec., Eugene McKenna , 15 St. Famille st.	
Little Rock No. 131, Little Rock, Ark.	C. C., J. T. Wilson, Argenta, Ark. Sec., W. H. Dodge , 1408 W 4th st.	Second, and Fourth Sundays, at 2:00 p. m. First and Third Sundays 7:30 p. m. O. R. C. hall, 1000 W. Markham st.
Salida No. 132, Salida, Colo.	C. C., Hugh Long, box 483. Sec., C. L. Shively , box 512.	Second and Fourth Sundays, 10:00 a. m. I. O. O. F. Hall.
Bowling Green No. 133, Bowling Green, Ky.	C. C., J. L. Hockersmith, 1107 Adams st. Sec., Wm. Lewis , 1107 Adams st.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., F. Scheaffer. Sec., L. C. Brown , box 177.	Every Monday, 2:00. K. of P. hall.
Rock City No. 135, Nashville, Tenn.	C. C., Sam'l H. Allin, 434 Humphries st. Sec., W. N. Billings , 1209 S. Market st.	First and third Sunday 1:30p. m. Pythian Hall, Union street.
Ashton No. 136, Huntington, W. Va.	C. C., R. H. Williamson , 724 6th av Sec., H. M. Mitchell, 728 6th ave.	First and Third Tuesdays at 7 p. m. Flooding hall, 3d av.
Osawatomie No. 137, Osawatomie, Kans.	C. C., A. J. Scow, lock box 44. Sec., S. E. Bidlon , lock box 2.	1st and 3d Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., W. R. Hayes, box 254. Sec., J. H. Barnville, l box 44. J. M. Elder , Chicago Junction, O.	Second and Fourth Sundays. O. R. C. hall.
Stanton No. 139, Knoxville, Tenn.	C. C., R. B. Ragsdale. Sec., T. E. McLean. R. J. Yearwood , 45 Broad st.	1st and 3d Sundays, 1:30 p. m.; 2d and 4th Wednesdays, 7:30 p. m. K. of P. Hall.
New River No. 140, Hinton, W. Va.	C. C., A. A. Riddleberger. Sec., J. G. Cooke, box 91. F. L. Cox.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141, St Joseph, Mo.	C. C., J. Painter, 2014 so. 10th st. Sec., I. N. Miller, 1710 Sacramento st. H. L. Spangler , 1137 LaFayette st	Every Sunday, 2:00 p. m. Geiwitz Hall cor. 10th & Olive sts.
Laramie No. 142, Rawlins, Wyo.	C. C., J. H. Sullivan. Sec., Harvey Simpson, box 64, L. C. Kelley .	1st & 3d Wednesday, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., Thos. B. Gilliland, 614 Riley st. Sec., Geo. I. Wood, 1624 No. Third st. Alex H. Eswright , 1221 Wallace st.	First and Third Sunday at 7:30. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144 Derry Station, Pa.	C. C., Robt. Kern. Sec., C. S. Shaffer, box 28. Jas. A. Berry.	1st & 3d Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., P. O. Moore. Sec., W. E. Peters, box 438. W. E. Bender , box 251.	1st and 3d Wednesdays, 7:30 p. m.; 2d and 4th Wednesdays, 2:00 p. m. G. A. R. hall, Main st,
E. A. Smith No. 146, Fitchburg, Mass.	C. C., John E. Storer. Sec., J. J. Sullivan , 2 Avon place.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., Edward Dorsheimer, Berwick st. so. Easton Sec. E. Sunderland , 35 no. warren st.	Second and Fourth Sunday, 2:00 p. m. Drake's Bldg, S. Third st.
Lookout No. 148, Chattanooga, Tenn.	C. C., J. A. Stone, 125 Florence st. Sec., R. B. Stegall , 417 Gillespie st.	First and Third Sunday, 2:00 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., W. N. Harris . Sec., J. E. Barry, 418 S. Market St.	Every Saturday, 7:00 p. m. Elk's hall, Hurt block.
Kincaid No. 150, Utica, N. Y.	C. C., J. T. Excell, 38 Steuben st. Sec., F. E. Tewksbury , 82 Roberts st.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Two Harbors, No. 151, Neodesha, Kansas.	C. C., C. W. Thompson. Sec., E. Colebaugh.	
Richmond No. 152, Richmond, Va.	C. C., J. T. Cook, Manchester, Va., care R & D. y'd Sec., Jas. E. Puller , 1812 E. Broad st.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m., I. O. O. F. hall. cor Franklin & Mayo sts.
Division No. 153, Mauch Chunk, Pa.	C. C., Wm. Zerbey. Sec., D. I. Dugan , box 271, E. Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., Polk Palmer , Susquehanna, Pa. Sec., W. E. Carpenter, Montrose, Pa.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., M. J. McCormick. Sec., Byron Hart , 212 Fitch st.	First and Third Sunday, 2:00 p. m. Over D. L. & W. Depot
Pennsylvania No. 156, Carbondale, Pa.	C. C., J. F. Roberts, 10 Salem ave. Sec., A. C. Lown, 5 Chestnut av. Boyd Case , 16 Dartre ave.	First and Third Sundays, 2:00 p. m. Assembly hall, 32 n. Main st.
New England No. 157, Boston, Mass.	C. C., A. H. Brown, 86 High st, Charlestown Dist. Sec., W. R. Mooney , 32 Washington st., Concord, N. H.	Fourth Sunday 10:30 a. m. K. of H. hall. 730 Washington st.
Alexandria No. 158, Alexandria, Va.	C. C., F. G. Faulkner, Payne st. Sec., C. Mankin , 210 no. Patrick st	Second and Fourth Sundays, I. O. O. F. hall,
City of Mexico No. 159, City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., W. C. Bradley , box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independencia No. 3.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., W. H. Hubble, 422 N. 7th st., Scranton, Pa. Sec., J. H. Keithline, 235 South st. Jas. Finley , 26 Pearl st.	1st & 3 Sunday, 1:30 p. m. K. P. hall 14 so. main st.
Parsons No. 161, Parsons, Kans.	C. C., E. L. Green, 1419 Forest ave. Sec., H. E. Brown, 1800 Morgan ave. W. K. Maxwell , 1526 Morgan ave.	Every Thursday 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., John H. Mooney, Chestnut Hill. Sec., W. J. Maxwell , 144 Highland avenue. Chestnut Hill, Philadelphia	2d Thursday, 8:00 p. m.; 4th Sunday, 2:00 p. m., commencing Aug. 1. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., Jas. Shaughnessy. Sec., P. O. Briggs, 316 Plumer st. C. W. Stone , 418 North st.	First Sunday, 2:30 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., Jas. Sterling , box 822. Sec., W. R. Hammond, lock box 835.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., C. B. Thompson, 732 so. Wilson st Sec., U. G. Marvel, 1124 E. Wall st. J. A. Slaight , 24 so. Little st.	1st Sunday and 3d Monday at 1 p. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio.	C. C., F. M. Harris, 102 Valley st. Sec., Grant Ferguson, 47 Buena Vista st. S. F. Moore , 33 Clinton st.	First and third Sunday, 1:30 p. m. O. R. C. Hall, 17½ S. Side Pub. Sq.
Frontier City No. 167, Oswego, N. Y.	C. C., J. Cochrane, 185½ w. 8th st. Sec., J. Donovan , 239 W. 7th st.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg, East Oswego.
Shore No. 168, Jersey Shore, Pa.	C. C., W. S. Caraher. Sec., J. L. Boyer .	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., H. D. Staats, 79 west 92d st. N. Y. City. Sec., A. Mitchell, 313½ 6th st., Jersey City, N. J. Robt. McDonald , 335 Varick st.	First and Third Sundays, 2:30 p. m. Elk's Hall, 96 Montgomery st.
Camden No. 170, Camden, N. J.	C. C., A. E. Ludlow, 566 Carman st. Sec., J. P. Ancker , box 478 Mt. Holly, N. J.	First and Third Sunday, 1:30 p. m. Fourth Monday, 10:30 a. m. O. R. C. hall, Front & Market st.
Thos. Dickson No. 171, Troy, N. Y.	C. C., Wm. McKinney, 85 George st. Green Island. Sec., D. O. Gibbs, 244 Ninth avenue. W. D. Hall , 1101 25th st., W. Troy, N. Y.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172, Altoona, Pa.	C. C., L. Wissenger, 2113 9th ave. Sec., Wm. Bowen , Conemaugh, Pa.	Every 3d Sunday 2:30 p. m. 11th Ave. and 13th st.
Long Pine No. 173, Chadron, Neb.	C. C., J. B. Leader, lock box 53. Sec., C. O. Greene, box 376. A. M. Wright .	Every Sunday, 9:00 a. m. Castle hall.
Greensburg No. 174, Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays, 2:00 p. m.
Memphis No. 175, Memphis, Tenn.	C. C., W. B. Larnard, 354 Virginia ave. Sec., J. B. Stewart, 603 Shelby st. Z. J. Goodwin , 281 Georgia st.	Every Sunday, 2:00 p. m. K. of P. hall, Hernandost.
Corning No. 176, Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., act'g, R. E. Maleady, 14 w. 1st st. C. K. Lathrop , box 254.	First and Third Sundays, 3:00 p. m. Gruber Hall.
Alliance No. 177, Alliance, Ohio.	C. C., H. R. Bowden, 645 Arch av. Sec., M. R. Mathews , 734 east Patterson st.	First and third Sunday, 1:00 p. m. K. of P. hall, E. Main st.
Great Northern No. 178, Grand Forks, N. Dak.	C. C., S. C. Jones. Sec., L. F. VanDusen , 521 n. 4th st Gr'd Forks.	1st & 2d Sunday. K. of P. Hall, Third street.
Topeka No. 179, Topeka, Kans.	C. C., J. M. Woodward. Sec., T. P. Kelly , 227 Taylor st.	First, 2d, 3d, and 4th Sundays, 10 p. m. Redmen's hall, 620 Kansas ave.
Atlanta No. 180, Atlanta, Ga.	C. C., J. W. Humphries, 211 E. Hunter st. Sec., C. J. Adair, 203 E. Hunter st. E. H. Acker , 318 E. Fair st.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Chillicothe No. 181, Chillicothe, O.	C. C., A. F. Cleveland. Sec., C. J. McCoy , 341 e. Main st.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182, Jackson, Mich.	C. C., F. A. Bidsall, 110 Seymour ave. Sec., J. W. Dutton, box 1362. A. Swidensky , 311 Oak street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183, Keyser, W. Va.	C. C., John Avers. Sec., C. J. Welch. J. M. Cathers .	First and Third Sunday 1:30 p. m. Clemen's hall cor. Main and Cet't sts.
Blue Ridge No. 184, Clifton Forge, Va.	C. C., S. C. Buster. Sec., C. E. Pugh. W. H. Lewis	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185, Selma, Ala.	C. C., John D. Riggs. Sec., W. E. Stoddard , Church & Dallas sts.	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186, Birmingham, Ala.	C. C., R. W. Arnold, 912 so. 22d st. Sec., Geo. Lumpkin, box 757. J. S. Brooks , Southern Hotel.	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Sunbury No. 187, Sunbury, Pa.	C. C., N. Fertich. Sec., E. M. McAlpine, Northumberland, Pa. Geo. Ammerman .	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A. hall, over Snyder & Co., Market st.
Stanberry No. 188, Stanberry, Mo.	C. C., A. D. Alcott, box 241. Sec., H. H. Wheeler, box 403. Ed Mulligan , Stanberry, Mo.	Second and Fourth Sundays, 2:00 p. m. Trainmen's hall.
Frontier No. 189, Pt. Edward, Ont.	C. C., Henry Bell, box 60. Sec., A. G. Manley , lock box 3.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190, Grafton, W. Va.	C. C., J. L. Newlon. Sec., J. C. Duffy .	Every Saturday & 1st Monday 7:30 p. m. Brinkman's hall.
Yellowstone No. 191, Glendive, Mont.	C. C., J. M. Rapelje, box 18. Sec., W. W. Berry , box 43.	First and Third Wednesday, 2:00 p. m. Masonic Temple.
East Saginaw No. 192, East Saginaw, Mich.	C. C., Wm. Bills. Sec., G. W. Smith, 1409 Carroll st., E. Saginaw. B. J. Corrigan , Saginaw, E. S. F. & P. M. depot.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st.

THE RAILWAY CONDUCTOR.

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NAME. NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Bucyrus No. 193, Bucyrus, O.	C. C., E. F. Morse. Sec., W. B. Baylor, 230 west Charles st. A. H. Gardner.	First and third Sundays, 2:00 p. m. Masonic Hall
Boookfield No. 194, Brookfield, Mo.	C. C., J. F. Doan. Sec., J. J. Bryant, 1 box 406. J. Dalley.	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195, Sacramento, Cali.	C. C., M. V. Murray, 1216 Pst. Sec., Geo. W. Lewis, 701 I st. J. C. McMaster, 1510 19th st.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th st.
St. Johns No. 196, Jacksonville, Fla.	C. C., Geo. C. Floyd, 100 w Bay st. Sec., S. L. Earle.	First and Third Sundays, 9:30 a. m. K. of P. hall, Reed bldg.
Brainerd No. 197, Staples, Minn.	C. C., W. J. Flynn. Sec., J. B. Quimby, 1 box 126. H. J. Porter.	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Springfield No. 198, Springfield, Mass.	C. C., C. D. Anderson, 18 Bond st. Sec., A. P. Abbott, 34 Greenwood st. F. H. Newton, 34 Greenwood st.	2d Sunday, 2:00 p. m., B. & A. Granite building.
Pensacola No. 199, Pensacola, Fla.	C. C., E. A. Wallace, 614 N Haynes st. Sec., A. A. Smith, 613 E. Salamanca st. Frank Matthews.	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200, Bradford, Pa.	C. C., F. M. Brown, 30 Elm st. Sec., H. N. Richmond, care B. B. & K. R'y	First and Third Sundays, 2:00 p. m. Odd Fellows' Hall, Main st.
McKees Rocks No. 201, Chartiers, Pa.	C. C., Wm. Boate, McKees Rocks, Pa. Sec., M. S. Simcox, McKees Rocks Pa.	First and third Sunday 7:30 p. m. Genche's hall.
Augusta No. 202, Augusta, Ga.	C. C., J. C. Wages, care Ga. ry. Atlanta, Ga. Sec., S. L. Hollingsworth, 933 Talcott st., Augusta, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis & Jackson st.
Howe No. 203, Truro, N. S.	C. C., H. D. Archbald. Sec., W. McClafferty, box 110. J. J. Dalley.	McKay's hall, Inglis st.
Quaker City No. 204, Philadelphia, Pa.	C. C., J. G. Happersett, 3728 Locust st. Sec., H. C. Rohrer, 836 No. 41st st. R. H. Tideman, Darby, Pa.	Second and fourth Tuesday at 8:00 a. m Dental hall N. W. cor 13th and Arch sts
R. E. Lee No. 205, Portsmouth, Va.	C. C., H. Morris, 305 Henry st. Sec., E. B. Lewis, 801 Washington st.	2d & 4th Sunday 1:30 p. m. Ashton hall, 305 High st.
Lincoln No. 206, Springfield, Ills.	C. C., W. P. Sheehan, 1211 E Cook st. Sec., G. B. Oder, 607 so. 11th st. Wm. Kelly, 1409 E. Washington st.	2d & 4th Sunday, at 2:00 p. m. Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207, Ashley, Ind.	C. C., M. Garrison, box 307, Butler, Ind. Sec., Alton D. Wells, Ashley, Ind. Geo. F. Stoner, box 388, Butler, Ind.	Second & Fourth Sundays, at 9:00 a. m. First and Third Mondays at 7:00 p. m.
Palmetto No. 208, Charleston, S. C.	C. C., T. A. Sellers. Sec., H. L. Pinckney, 83 Wentworth st.	First and Third Sundays at 11 a. m. Irish Vol. Hall, Vanderhorst st.
Pocatello No. 209, Pocatello, Idaho.	C. C., Tim Farrell. Sec., John Scott, box 421.	Every Monday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210, Roanoke, Va.	C. C., J. W. Bondurant, care N. & W. R. R. Sec., H. L. Fulwede.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211, Stevens Point, Wis.	C. C., C. G. Murray, 410 1/2 Dixon st. Sec., B. F. Bowen, cor. Shaurett and Div. sts.	Every Wednesday, 7:30 p. m. Adam's Hall, South Side.
Slater No. 212, Slater, Mo.	C. C., A. C. Reynerson, box 515. Sec., H. C. Park. I. M. Rilea, box 526.	Second and Fourth Mondays, 2:00 p. m. 1st and 3d Sundays, K. of P. hall.
Barker No. 213, Michigan City, Ind.	C. C., Wm. Bouchard, 115 Cedar st. Sec., W. C. Bush, box 320.	2d and 4th Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Frank- lin streets.
Bartlett No. 214, Moncton, N. B.	C. C., John Coffey. Sec., P. E. Heine, box 102.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215, Columbia, S. C.	C. C., O. E. Hughes, 54 Harden st. Sec., M. B. Green, 60 Senate st. P. C. Gillard, Jerome hotel.	2d & 4th Saturday, 8:00 p. m. K. of P. hall, Opera House bldg.
Ottumwa No. 216, Ottumwa, Ia.	C. C., W. L. Love, 933 e. Main st. Sec., F. N. Cline, 1537 east Main st. F. M. Price.	Every Monday 2:00 p. m. 131 cor. Main and Market sts,
Anchor Line No. 217, Bennett, Pa.	C. C., E. R. Emery, 247 44th st, Pittsburg, Pa. Sec., John Huebner.	2d & 4th Sunday, 1:00 p. m. Opera House Block.
Savannah No. 218, Savannah, Ga.	C. C., W. H. Wright. Sec., Jules Bacot, 188 Lincoln st.	Every Saturday at 8 p. m. K. of P. hall, cor. Barnard and York sts.
New Brunswick No. 219, St. John, N. B.	C. C., M. Burgess, 210 Paradise Row. E. W. Cassidy. Sec., F. J. McPeake, St. John street, West Side.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
Fremont No. 220, Fremont, Nebr.	C. C., F. G. Pierce. Sec., F. Cummings, 436 E 2d st.	First and Third Sundays.
Charlotte No. 221, Charlotte, N. C.	C. C., R. W. Moore, box 132 N. Danville, Va. Sec., J. H. Smith, 501 no. Graham st. T. P. Ross, 515 N. Church st.	First and Third Sundays, 2:00 p. m. Masonic hall.
Illinois Valley No. 222, Chillicothe, Ill.	C. C., T. M. Thatcher, Sec., F. W. Kimball, 422 44th st., Chicago. John C Riddell.	Every other Sunday 2:30 p. m. Frederick's hall.
Algoma No. 223, Chapleau, Ont.	C. C., G. Hennard. Sec., I. Hartley, box 108.	Second and Fourth Wednesdays. O. R. C. hall.
Wilmington No. 224, Wilmington, Del.	C. C., Robt. E. Boylan, 115 n. Franklin st. Sec., F. J. Boylan, 914 Linden street.	First and Third Sundays. U. V. L. Hall, 605 Market st.
Steuben No. 225, Hornellsville, N. Y.	C. C., B. F. Collins, 2 East ave. Sec., W. E. Curtis, 253 Canisteeo st.	Alternate Tuesdays 7:30 p. m. B. of L. E. hall, 137 Main st.
Horton No. 226, Horton, Kans.	C. C., F. G. Bassenger. Sec., G. P. Pugh. F. H. Pittenger, bx 337.	Second and Fourth Sundays, 1:00 p. m. Donnelly's hall

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Claude Champion No. 227, Lincoln, Nebr.	C. C., J. T. Wiesman, 515 No. 13th st. Sec., O. S. Ward, 112 N. Eleventh st. H. R. Prentice , 812 H street.	First and Third Sundays, 2:30 p. m. Red Men's hall, 13th & P sts.
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., T. Stoik. Sec., J. W. Speer .	First and Third Sundays, 2:00 p. m. I. O. O. F. hall
Nicolls No. 229, Reading, Pa.	C. C., J. W. Scott, 117 Franklin st. Sec., J. M. Bryan , 25 S. Front st.	Third Sunday, 10:00 a. m. Breneiser's hall, 8th and Penn sts.
Rome No. 230, Cedartown, Ga.	C. C., J. C. Glozier. Sec., H. N. Harris .	2d and 4th Sundays, 2:00 p. m. 1st and 3d Sunday 8 p. m. K. of P. Hall.
Vicksburg No. 231, Vicksburg, Miss.	C. C., G. L. Gurley, Y. & M. V. R'y. Sec., A. L. Jaquith , 207 Walnut st.	2d & 4th Sunday, 8:00 p. m. Cor. Washington & Clay sts.
Sioux City No. 232, Sioux City, Ia.	C. C., E. Frazier, 1222 Jennings st. Sec., H. A. Shafer , 1410 Market st.	First and Third Sundays, 2:00 p. m. Krummann's hall, 4th and Court sts.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., Theo. Allen. Sec., A. E. Blanchard .	Second Sunday, 2:00 p. m.; Fourth Sat urday, 7:30 p. m. G. A. R. hall.
Berkeley No. 234, Brunswick, Md.	C. C., A. R. Martin, Martinsburg, W. Va. Sec., G. V. Rathman , box 108, Martinsburg, W. Va.	Alternate Thursdays and Wednesdays, 7:30 p. m., commencing Aug. 3. Bretz and Kamberger Hall.
Freeport No. 235, Freeport, Ill.	C. C., G. G. McCarty, 78 Clay st. Sec., H. C. Shafer, 186 Galena st. F. L. Murphy , 168 Walnut st.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall,
St. Cloud No. 236, St. Cloud, Minn.	C. C., H. J. Work, 125 6th ave. no. Sec., T. J. Kelly , box 216.	Second Mondays, 7:30 p. m.; Fourth Sunday, 2:30 p. m.
Worcester No. 237, Worcester, Mass.	C. C., C. D. Balcom. Sec., D. W. Parkhurst, Blackstone st. freight office. H. M. Pressey , care B. & A. R. R.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Sheridan No. 238, Chillicothe, Mo.	C. C., I. P. Wright. Sec., A. F. Scott. F. B. Wheeler	First and Third Monday, 1:30 p. m. I. O. O. F. hall.
Lexington No. 239, Lexington, Ky.	C. C., J. R. Carmichael, box 213. Sec., J. H. Stephenson, 181 Rose st. C. H. Petry , L box 356, Mt. Sterling, Ky.	First and Third Sunday, 2:00 p. m. Odd Fellow's hall.
Hiawatha No. 240, Marquette, Mich.	C. C., J. E. Connell, 135 W. Ridge st. Sec., Sam'l Gibson, 244 Arch st. W. John J. Meehan , 112 Washington st.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241, DeSoto, Mo.	C. C., A. M. Robertson. Sec., W. L. Perce .	First and Third Sundays, 7:30 p. m. K. of P. Hall.
Nipissing No. 242, North Bay, Ont.	C. C., Thos. Jackson. Sec., J. H. Hughes, box 45. Chris. T. Boyce .	Every Sunday 2:00 p. m.
Missoula No. 243, Missoula, Mont.	C. C., Wm. Dyson. Sec., M. B. Miles , box 591.	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., E. M. Harner, 706 Huerfano st. Sec., E. J. Woolheater, 305 e. Cucharas st. H. J. Stanley , 621 E. Kiowa st.	Every Friday night, K. of P. hall.
Winfield No. 245, Arkansas City, Kans.	C. C., J. A. Sterling, care Fifth Avenue Hotel. Sec., T. B. Watts, 419 S. A street. T. C. Myers .	
John McConiff No. 246, Wymore, Nebr.	C. C., H. Scott. Sec., L. E. Pratt , box 212.	Second and Fourth Sundays, 2:30 p. m. Odd Fellow's hall.
Fishers Peak No. 247, Trinidad, Colo.	C. C., W. E. Gorman, 425 West Main street. Sec., H. T. Barrett , 511 Nevada ave.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., J. D. Perryman. Sec., J. T. Nolan .	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., J. W. Stamper, 1525 E. st. Sec., J. B. W. Johnston , 1344 E. st. Box 976.	Second and Fourth Sundays, 1:30 p. m. 12th st. bet. Pacific av. & A st. Elk's hall
Twin City No. 250, Bristol, Tenn.	C. C., W. W. Owen. Sec., H. D. Millard. W. P. Kerin .	Second Thursday 8:00 p. m. and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251, Pine Bluff, Ark.	C. C., S. A. Nicholas. Sec., W. Oleott .	
Holy Cross No. 252, Leadville, Colo.	C. C., D. Daly, box 683. Sec., D. E. McPherson, box 683. Wm. McDole , 1311 Poplar st.	First and Third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253, Ashland, Wis.	C. C., J. B. Carlin, 722 8th av. west. Sec., T. Kennedy , 723 8th av. west.	Commencing Sept. 14th, 1890. will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254, Frankfort, Ind.	C. C., F. M. Beard, lvy, 253 so. Clay st. Sec., Wm. Businger , 600 Gentry st.	Meets Second & Fourth Sundays. Old Masonic Hall.
Mountain No. 255, Medicine Hat, N. W. T.	C. C., H. R. Wessel. Sec., T. C. Blatchford , box 43.	First and Third Wednesday, 12 o'clock Masonic hall.
San Gabriel No. 256, Taylor, Texas.	C. C., G. W. Bartholomew . Sec., Ed Dwyer, lock box 18.	1st and 3d Sundays, 2:00 p. m.
Herington No. 257, Herington, Kans.	C. C., W. H. Thomas. Sec., E. J. Clark , box 391.	2d and 4th Sunday 1:00 p. m. I. O. O. F. hall.
Aberdeen No. 258, Aberdeen, S. Dak.	C. C., B. J. Gilshannon, 303 Nicolet av. E. Sec., J. D. Knox, 203 n. Main st. Jno. Sheehan .	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259, Waukesha, Wis.	C. C., F. G. Webb, 207 Barney st. Sec., Ira Yantis, 320 Oakland ave. W. T. Bush , 217 College ave.	1st & 3d Sunday, 2 p. m. Goye's hall. Main st. bet. Clinton st. & Grand av.
Wabash No. 260, Forrest, Ills.	C. C., H. F. Brennan. Sec., E. A. Vahay, lock box 51. W. W. Hogle	Second and fourth Sundays, 7:00 p. m. K. of P. Hall.
San Luis No. 261, San Luis Potosi, Mex.	C. C., J. F. Wilson, box 95. Sec., W. T. Provence.	First and third Wednesdays, in O. R. C. hall, 8:00 p. m.
Red River No. 262, Cleburne, Texas.	C. C., Wm. McPike, box 55. Sec., W. F. Smith, box 55. W. D. Davis .	First and third Saturday, 7:30 p. m. 2d & 4th Sunday, 2 p. m. I. O. O. F. Hall

THE RAILWAY CONDUCTOR.

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NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Cumberland No. 263, Cumberland, Md.	C. C., G. J. Schumtz, 41 Decatur st. Sec., J. E. McBeth, 113 n. Center st. D. Lechlter , 57 Bedford street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264, Raleigh, N. C.	C. C., D. B. Jones, care R. & D. R. R. Sec., C. B. Guthrie , 411 e. Lee st. Greensboro.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265, Chanute, Kan.	C. C., John C. Ramsey, 1 box 36, Girard, Kas. Sec., P. Farrell, box 242. Geo. T. Bridges .	1st and 3d Monday, 12:30 p. m. I. O. O. F. hall, Center and 4th sts.
Staked Plains No. 266, Big Spring, Texas.	C. C., Otto Elliott. Sec., Jesse Encke , box 3.	First and Third Sunday, 2:00 p. m. Hall in Bessie building.
Terminal City No. 267, Vancouver, B. C.	C. C., P. A. Barnhart, box 663. Sec. A. B. Forrest, box 859. G. F. Risteen .	Second Sunday.
Marion No. 268, Marion, Iowa.	C. C., F. M. Howard Sec., E. B. Sutton.	Second and Fourth Sundays, 3:30 p. m. A. O. U. W. hall.
Border City No. 269, Van Buren, Ark.	C. C., R. S. Harnest . Sec., F. D. Stuart, lock box 346.	First, Second, Third and Fourth Sun- day, 2:00 p. m. K. of P. hall.
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 542 George st. Sec., J. Hoover, 1018 Marshall st. Geo. Hopper , 525 Crossman ave.	First and Third Sunday, second and fourth Wednesdays 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Wilmington, N. C.	C. C., W. L. Harlow, cor. market and 3d st. Sec., J. P. Russell 518 Mulberry st. W. L. Beery , care C. C. R'y.	First and Third Sunday, 2:30 p. m. K. P. hall.
Montana No. 272, Havre, Mont.	C. C., A. E. Logan, Glasgow, Mont. Sec., S. E. Howd , Glasgow, Mont., lock box 5.	First and Third Sunday 2:30 p. m.
Dickinson No. 273, Dickinson, N. Dak.	C. C., S. P. Cota. Sec., Wm. Gallagher .	Second and fourth Fridays, 1:30 p. m. K. P. Hall.
Kaukauna No. 274, So. Kaukauna, Wis.	C. C., J. M. Elliott. Sec., C. E. Bushey. G. P. O'Connell .	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275, Yoakum, Texas.	C. C., P. A. O'Connor . Sec., H. B. Garrison.	Every Sunday, 1:00 p. m. Engineers' hall
Prairie View No. 276, Goodland, Kas.	C. C., S. A. Miller. Sec., J. B. Kintz, 1 box 13. Grant Thorp .	Every Sunday, 2:00 p. m.
Sanford No. 277, Sanford, Fla.	C. C., L. L. Elkins, box 7. Sec., C. L. Mosby, box 7. J. P. Scarlet .	Second and Fourth Sunday.
Dennison No. 278, Dennison, Ohio.	C. C., C. O. Pogue. Sec., W. M. Rees. M. Reidy , box 26.	2d, 3d and 4th Sunday, 1:00 p. m. B. L. E. Hall, Grant and 2d st.
Stuart No. 279, Stuart, Iowa.	C. C., Thos. Kane. Sec., H. E. Drew, box 251. J. A. Morrison .	Second Monday and Fourth Sunday, 2:00 p. m.
Hope No. 280, Hope, Idaho.	C. C., W. J. Pillings, box 39. Sec., G. W. Gunn .	
Glenwood, No. 281, Glenwood, Pa.	C. C., W. N. Herrold, Dyke st., 23d Ward, Pittsburg, Pa. Sec., W. M. Shipley, cor. Renova and Lytle sts. D. K. Marsh , 23d Ward, Pittsburgh, Pa.	First Sunday and Third Monday, 9: a. m.
Needles No. 282, Needles, Cal.	C. C., A. M. Rice . Sec., W. H. Mills.	Meet every Thursday, 2:00 p. m., B. L. E. hall.
Marceline Div. No. 283, Ft. Madison, Iowa.	C. C., I. O. Wilkinson , 1123 2d st., Ft. Mad- Sec., R. Prichett, 315 Johnson st. [son, Ia.	
S. A. M. 284, Americus, Ga.	C. C., J. O. Lewis, box 123. Sec., L. L. Chapman, 821 Lee st. E. Galbraith , 3 Jackson ave.	Second and fourth Sundays. K. of P. Hall.
Spokane No. 285, Spokane, Wash.	C. C., T. H. McIntosh, lock box 415, Tekoa, Wash. Sec., C. P. Chamberlain , box 1580.	Second and Fourth Sunday.
Kakabeka No. 286, Ft. William, Ont.	C. C., Sec., W. G. Niblock.	Second and fourth Friday.
Obrar No. 287, Albuquerque, N. M.	C. C., Wm. H. Barney. Sec., L. W. Roberts , 218 Broadway.	Meet every Sunday in K. P. Hall 2 p m
No. Danville No. 288, No. Danville, Va.	C. C., O. W. Loving, 101 So. st. Charlottesville, Va. Sec., J. F. Morton , R. & D. R'y, Danville, Va.	Second and fourth Sunday 2 p m, Steege hall, Main.
Wheeling No. 289, Wheeling, W. Va.	C. C., C. O. Hallett, Bellaire, O. Sec., Wm. Hoffner, box 81, Bridgeport, O. E. S. Eberline , Bellaire, Ohio.	First and third Sunday, 1:30 p. m. K. P. Hall 1223 Market St.
Wingo No. 290, Paducah, Ky.	C. C., J. H. Costello, lock box 316. Sec., T. J. Moore , 611 n. 6th st.	Every Monday 10 a. m. Elk's Hall, Broadway.
Morris No. 291, Hoboken, N. J.	C. C., John Long, South Orange, N. J. Sec., H. H. Hoffman, 112 3d st. Newark, N. J. W. T. Rundo , box 5, S. Orange, N. J.	Alternate 2d Monday and 2d Tuesday, commencing January. 73 Hudson st.
Deer Lick No. 292, Chicago Junction, Ohio.	C. C., D. E. Hilgartner, box 243. Sec., C. B. Tompkins, box 236. W. H. Budd , box 293.	1st & 3d Sunday, 2:00 p m O. R. C. Hall
Chas. Murray No. 293, Chicago, Ills.	C. C., M. P. Crossett. Sec., A. L. Fish , 35 Maplewood ave.	2d Thursday and 4th Monday 2 p m. Dordon hall, 1180 W. Lake st.
Butte No. 294, So. Butte, Mont.	C. C., O. L. Chapman. Sec., Jas. Stark, box 9. Thos. Slessman , Montana Union R'y.	2d & 4th Sunday, 8:00 p. m. I. O. O. F. hall.
Snowy Range No. 295, Livingston, Mont.	C. C., A. Loasby, 1234 Boulder ave. Helena, Mont. Sec., J. A. Henley , lock box 352.	1st and 3d Sunday 7:30 p. m. Miles Block.
La Junta No. 296, Raton, N. M.	C. C., J. L. Crotty, 1 bx 32. Sec., M. B. Helfner , 1 bx 32.	Every Wednesday 8:00 p. m. K P. Hall

THE RAILWAY CONDUCTOR.

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Somerset No. 297, Somerset, Ky.	C. C., B. Mitzenberg. Sec., H. T. Welch , box C.	Every Sunday 2:00 p. m.
Champaign No. 298, Champaign, Ills.	C. C., Geo. R. Hays. Sec., F. Cooper , 110 W. Springfield ave.	Second and Fourth Sundays, 2:30 p. m. G. A. R. hall
Lima No. 299, Lima, Ohio.	C. C., A. L. Heath, 683 so. Main st. Sec., J. L. Edmiston, 942 Hughes av. A. M. Johnston , 608 east North st.	Second and fourth Sundays 2:30 p. m.
Dodge City No. 300, Dodge City, Kas.	C. C., W. M. Riley, lock box 134. Sec., J. R. O'Day, E. Brown	Husted's Hall, cor. 2d and Ewing sts.
Seymour No. 301, Seymour, Ind.	C. C., Jas. H. McGinnis. Sec., E. E. Gaskell, box 419. M. C. Whitcomb , box 313.	Second and fourth Sundays 2 p. m. Odd Fellows hall, 2d and Chestnut sts.
LaFayette No. 302, LaFayette, Ind.	C. C., J. E. Long, 159 Union st. Sec., R. H. Strong, 56 no. 5th st. W. A. Brissenden , care Lahr House.	First and third Sunday 2:30 p. m. Cor., 4th and Ferry sts., R. M. Hall
New Albany No. 303, New Albany, Ind.	C. C., S. M. Mathers , 151 Bank st. Sec., G. T. Weddell, 38 w Market st.	1st four Sundays each month, 9:30 a. m. Brigg's hall, cor. Market & Pearl
Pearl River No. 304, Canton, Miss.	C. C., A. O. Harrison. Sec., C. B. Box. W. R. Sykes , box 405.	Every Sunday at 2 p. m. I. O. O. F. Hall.
LaGrande No. 305, LaGrande, Oregon.	C. C., W. H. Kelsey, box 178. Sec., J. A. Matott , box 148.	First and third Sundays 2 p. m. K. P. Hall.
Bay No. 306, W. Bay City, Mich.	C. C., F. Marshall. Sec., W. C. McGlone, 307 no. Dean st. Calvin Campbell , Grayling, Mich.	Second and Fourth Sunday 2 p. m. I. O. O. F. Hall.
Jersey Central No. 307, Jersey City, N. J.	C. C., W. E. Ditts, Roselle, N. J. Sec., O. J. Freeman , 139 Madison st., So. Easton, Pa.	Second Wednesday and 4th Sunday, 10-30 a. m.
Bluff City No. 308, Mt. Carmel, Ills.	C. C., A. C. Church. Sec., W. B. Wright, box 455. B. F. Shively .	First and Third Sunday 1:30 p. m. Union Hall.
Scottdale Div. No. 309, Scottdale, Pa.	C. C., Wm. Frost. Sec., D. H. Hare , Box 192.	First and third Sundays at 2:00 p. m. in Burns' hall.
Mobile No. 310, Mobile, Ala.	C. C., P. J. Collins, 303 Beauregard st. Sec., J. P. Collins , 62 Dauphin st.	First and third Sunday 2:00 p. m. I. O. O. F. Hall
New Year No. 311, Way Cross, Ga.	C. C., W. T. Forrester . Sec., G. A. Croom, box 100.	Second and Fourth Sunday, 7:30 p. m. B. of L. E. hall
San Bernardino No. 312, San Bernardino, Calif.	C. C., F. H. Harmon. Sec., S. M. Harris , 467 H st.	1st and 3d Monday 7:30 p. m. Allen's hall 4th and D sts.
San Xavier No. 313, Tucson, Ariz.	C. C., D. F. Brown. Sec., A. E. Carne, box 133. L. W. Locke .	Wednesday 2:00 p. m. - Masonic hall.
Allegheny City, No. 314, Allegheny, Pa.	C. C., S. H. Henry, 213 Market st. Sec., R. F. Brown , 351 Chartiers st.	Second and 4th Sunday, 9 a. m. Enterprise hall, Beaver ave and Frank- lin sts.
Evansville No. 315, Evansville, Ind.	C. C., T. G. Richards , 1207 W Penna st. Sec., J. N. Frost, 420 Upper 6th st.	Second and Fourth Sundays, 10 a. m.
St. Clair Tunnel No. 316, Fort Gratiot, Mich.	C. C., A. W. Loveland , box 32. Sec., A. J. Hemingway, box 147.	Every Sunday 1:30 p. m.
Elm City No. 317, New Haven Conn.	C. C., E. A. Lithgow, 263 Greenwich ave. Sec., C. C. Ross , 21 Orange st.	Second and Fourth Sunday 1 p. m. Masonic Hall
Asheville No. 318, Asheville, N. C.	C. C., W. S. Thomason, 73 Depot st. Sec., W. W. Barber, 141 Hill st. J. W. Allison , care Glen Rock hotel.	First and 3d Sundays, 10 a. m.
Central No. 319, Central, S. C.	C. C., F. V. Falls. Sec., R. F. Cox .	
Miami Valley No. 320, Dayton Ohio.	C. C., P. J. Sweeney , 14 Folkerth st. Sec., J. J. White, 1442 Wayne ave.	
Easter No. 321, Springfield, Mo.	C. C., C. H. Hasell , 420 south Grant st. Sec., W. O. Clarkson, 854 n Main st.	First and Third Tuesday, 2:00 p. m. Board of Trade building.
Blue Grass No. 322, Covington Ky.	C. C., T. A. Johnston, 28 w. 15th st. Sec., M. D. Felkner, 65 W. 15th st. Thos. McLaughlin , 24 Rowell st.	1st & 3d Sunday. S. E. cor. 7th st. & Madison av.
Sprague, No. 323, Sprague, Wash.	C. C., J. C. Pembroke. Sec., R. E. Samis. J. L. De Force .	Second and Fourth Sunday, 1:30 p. m. Masonic hall
Bluefield No. 324, Bluefield, W. Va.	C. C., R. B. Lowder. Sec., D. Woodside, box 167. A. J. Pearn .	1st Sunday, 10 a. m.; 3d Sunday, 2 p. m. A. F. & A. M. hall
Grand Junction No. 325, Grand Junction, Colo.	C. C., C. J. Campbell . Sec., J. B. Bedwell.	1st and 4th Wednesdays, 9:00 a. m. K. of P. H., Main st.
New Castle No. 326, Mahoningtown, Pa.	C. C., O. Irwin. Sec., Jas. E. Reed, box 71. W. J. Green , Mahoningtown, Pa.	1st Tuesday, 7:00 p. m. & 3d Sunday, 2:00 p. m. Jr. O. W. A. M. hall
Golden Rule, No. 327, Effingham, Ills.	C. C., F. O. Green. Sec., T. H. Keith, box 286. S. S. Smith .	Second and Fourth Sundays 9 a. m.
Potawattamie No. 328, Council Bluffs, Iowa.	C. C., L. Kendall, 622 3d st. Sec., D. J. Gates .	2d & 4th Sunday, 2 p. m. K. P. Hall. 102 Main st.
Champion City No. 329, Springfield, Ohio.	C. C., J. C. Carney, Harrison st. Sec., C. E. Hartman, 60 East st. L. A. Rose , 305 n. Fountain ave.	First and Third Sunday, 2 p. m. K. P. hall, Main st.

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Emporia, No. 330. Emporia, Kas.	C. C., J. W. Lyons , 1 Elm St. Sec., H. W. Hedgecock , 226 Emporia st.	2d & 4th Saturday, 7:30 p. m. Federation hall.
Susquehanna, No. 331. Columbia, Pa.	C. C., C. J. McCarty , 543 Union st. Sec., J. A. Rowan , 34 so. 4th st. H. H. Haefner , 20 n. 5th st.	Second and Fourth Sunday, 4 p. m. Fendrich's hall.
Jonesboro, No. 332. Jonesboro, Ark.	C. C., G. L. Clement . Sec., T. J. Green , care G. L. Clement.	First and Third Sunday, 7:30 p. m. Odd Fellows hall
Renovo, No. 333. Renovo, Pa.	C. C., J. J. Gallagher , box 308. Sec., J. B. Crispin .	Alternate Saturdays, 7:30 p. m.
Avondale, No. 334. Avondale, Ala.	C. C., T. S. Richardson , Anniston, Ala. Sec., W. W. Westmoreland , Lunsford hotel, Bham. T. C. Mundy , box 76, Avondale. [Ala.]	1st and 3d Sunday 9:30 a. m. Daniel's hall
Concord, No. 335. Concord, N. H.	C. C., J. T. Woodbury , 12 Pearl st. Sec., A. H. Burbank , 102 so. State st. C. H. Cowart .	1st and 3d Sunday in each mo. at 2:00 p. m. K. of P. Hall, Main st.
Duluth Div. No. 336, Duluth, Minn.	C. C., Theo. Hannon , Two Harbors, Minn. Sec., Geo. L. Woolen , Flat G, 829 e 1st st., Duluth.	First and third Sunday, 10:00 a. m. Third floor 18 west Superior st.
Illinois Div. No. 337. Chicago, Ills.	C. C., C. D. Collins , 241 Springfield ave. Sec., Jno. H. Leahy , 174 north Halstead. W A Giles , 167 n. Hamlin ave.	Meets 4th Sunday at 2:00 p. m. LeGrand Hall.
Eldorado Div. No. 338, Eldorado, Kans.	C. C., F. Stearns , 1551 Fairview st., Wichita, Kan. Sec., A. Crossan , Eldorado, Kan. Lee Orr	Meets every Monday at 7:30 p. m. A. O. U. W. Hall
Washington Div. No. 339. Washington, Ind.	C. C., W. J. Clark , box 384. Sec., W. B. Hollis .	Second and Fourth Sunday 9:00 p. m. Red Men's Hall.
Gladstone Div. No. 340. Gladstone, Mich.	C. C., Geo. P. Towne , box 324. Sec., F. E. Swift , box 264.	2d and 4th Sunday 2:00 p. m.
Canadawaran Div. No. 341 Norwich, N. Y.	C. C., J. T. Close . Sec., A. B. Young , 46 Mitchell st.	2d and 4th Saturdays, 8:00 p. m. I. O. O. F. Hall.
Overland Div. No. 342. Junction City, Kas.	C. C., J. J. Barnes , box 339. Sec., A. D. Lee , box 474.	1st and 3d Sunday, 1:00 p. m. Masonic hall.
Blue Valley Div. No. 343. Fairbury, Neb.	C. C., C. A. Ransom , Fanbury, Neb. Sec., C. A. Smiley , lock box 46.	1st Sunday, 1:30 p. m.; 3d Sunday, 7:30 p. m. Lindley hall.
East Toronto Div. No. 344. York, Ont.	C. C., E. Seiler , 23 Beverly st., Toronto, Ont. Sec., H. Doyle , Coleman, Ont. box 18.	2d and 4th Monday, 7:30 p. m. Stephenson's hall, E. Toronto, Ont.
Toronto Junction Div. No. 345. Toronto Junction, Ont.	C. C., C. S. Maharg , box 332. Sec., W. A. Barclay , box 588. J. H. Hall , 73 Melbourn ave., Toronto, Ont.	2d Monday and 4th Tuesday 2:00 p. m. Thompson's block.
Yellow River Valley Div. No. 346. Babcock, Wis.	C. C., Jno. Gleis . Sec., H. H. Seymour . P. J. McCormick .	1st and 3d Sunday 2:00 p. m. O'Brien's Hall.
Julien Div. No. 347. Dubuque, Iowa.	C. C., W. F. Reinvehl , 346 Eagle Point ave. Sec., W. E. Thayer , 906 Rhomberg av. C. H. Grass , 43 Garfield ave.	2d and 4th Sunday 10:00 a. m. Facade Hall, oppo. P. O.
Stampede Div. No. 348. Ellensburg, Wash.	C. C., M. L. Clark . Sec., P. S. Clement . J. C. Haynes .	1st and 3d Sundays, 2:00 p. m. K. of P. Hall.
Crewe Div. No. 349. Crewe, Va.	C. C., C. B. Armes , box 42. Sec., H. E. Dence , box 42.	1st and 3d Sunday 10:00 a. m. Masonic Hall.
Niagara Falls Div. No. 350. Niagara Falls, Ont.	C. C., H. A. Neil , Box 153. Secy., Jon. Gaunter , Niagara Falls, Ont.	1st and 3d Sundays, 2 p. m.
Three States Div. No. 351. Kenova, W. Va.	C. C., L J Duvall . Sec., Val Fitzpatrick , 737 Neil ave., Columbus, O.	1st and 3d Sunday, 2d and 4th Sunday 1:30 p. m. K. of P. Hall.
Keewatin Div. No. 352. Rat Portage, Ont.	C. C., E. Becker . Sec., W. C. Risteen . J. E. Rice .	
Minne-Waukon Div. 353. Estherville, Iowa.	C. C., A. E. Gaylord . Sec., E. M. Crosby . Wm. Maxwell .	Fourth Sunday 10 a. m. I. O. O. F. Hall.
Hagerstown Div. No. 354. Hagerstown, Md.	C. C., J. L. Clements , 46 East North st. Sec., Geo. H. Sheets , box 28, Williamsport, Md.	1st and 3d Sundays, 1:00 p. m. Red Men's Hall.
Allandale Div. No. 355. Allandale, Ont.	C. C., Thos. Pegg . Sec., Alfred Lee , Bradford st., Barrie, Ont.	First Thursday at 7:30 p. m. Third Sunday at 2 p. m.
Div. No. 356. East Buffalo, N. Y.		
Connellsville Div. No. 357. Connellsville, Pa.	C. C., S. H. Atkinson . J. H. Wortman . Sec., C. E. Reinhard , box 299. [Yardm'r B. & O.]	1st Thursday, 7:30 p. m.; 3d Sunday, 9:00 a. m. Public Hall, Main st.
Div. No. 358. Denver, Colo.		
Div. No. 359. East Albany, N. Y.		
Div. No. 360. Burnside Ill.		
Div. No. 361. Valley Junction, Iowa.		
Div. No. 362. Monterey, Mexico.		
Div. No. 363. Norfolk, Neb.		
Div. No. 364.		
Div. No. 365.		
Div. No. 366.		

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Bethlehem, No. 1. Cleveland, Ohio.	President—Mrs. S. N. Pennell. Secretary—Mrs. S. L. McCutchin, 67 University st.	2d and 4th Thursday 2:30 p. m. Room 212 City Hall
Loyalty Division No. 2. Creston, Iowa.	President—Mrs. K. Holderness. Secretary—	First and third Saturdays, 2:30 p. m. Potter Post Hall, E. Montgomery St.
Capital City Div. No. 3. Columbus, O.	President—Mrs. T. Nevil, 1041 Dension ave. Secretary—Mrs. Chas. Southard.	Second and fourth Thursdays, 2:30 p. m. I. O. O. F. hall, South High street
Andrews Div. No. 4. Elkhart, Ind.	President—Mrs. A. W. Brown, 313 Jefferson st. Secretary—Mrs. Mrs. D. Carpenter, 416 Mid'by st.	2d & 4th Friday, 2:30 p. m. Odd Fellows' Temple
Erickson Div. No. 5. Philadelphia, Pa.	President—Mrs. B. F. Wiltse, 3822 Fairmount av. Secretary—Mrs. C. L. Springer, 803 N. 26th st.	Alternate Wednesdays, 2:30 p. m. Early's hall, 1321 Arch street
Banner Div. No. 6. Toledo, Ohio.	President—Mrs. Jas. McMillan. Secretary—Mrs. J. Powers, 1405 Indiana av.	First and third Fridays, 2:30 p. m. I. O. O. F. Temple, Jefferson & Erie sts.
Newark Div. No. 7. Newark, Ohio.	President—Mrs. J. Doyle, 128 Vallandigham st. Secretary—Mrs. J. W. Perry, 150 s Third st.	Second and fourth Fridays, 2:30 p. m. O. R. C. Hall, 17½ S. Side Pub. Sq.
Eastern Star Div. No. 8. Sunbury, Pa.	President—Mrs. Mary E. Shafer. Secretary—Mrs. J. B. Vandyke.	Second and 4th Wednesday, 2:30 p. m. Snyder's Hall E. Market st.
New Jersey Division No. 9. Camden, N. J.	President—Mrs. Maggie Ludlow. Secretary—Mrs. Ella Elms, 527 Bridge ave.	Alternate Tuesdays, 2:30 p. m. O. R. C. Hall, Fourth and Market sts.
Easter Lily Div. No. 10. Frankfort, Ind.	President—Mrs. J. Haselton. Secretary—Mrs. R. F. Clark.	Second and Fourth Wednesday, O. R. C. rooms on Main st., 2:30 p. m.
St. Louis Div. No. 11. St. Louis, Mo.	President—Mrs. F. Gillen, 1323 Grattan st. Secretary—Mrs. Dell Robison, 1300 Dohnan st.	First and third Thursdays, 2:30 p. m. Anchor Hall, cor. Park and Jefferson
Autumn Leaf Div. No. 12. Bellevue, Ohio.	President—Mrs. Myers. Secretary—Mrs. L. C. Brown.	2d and fourth Thursdays, 2:30 p. m. K. of P. Hall.
DeSoto Div. No. 13. DeSoto, Mo.	President—Mrs. C. W. Fletcher. Secretary—Mrs. A. A. Corneau.	Meets 1st and 3d Fridays, 3:30 p. m. P. of P. Hall.
Enterprise Div. No. 14. Ottumwa, Iowa.	President—Mrs. J. O. West, 1015 Locust st. Secretary—Mrs. P. A. Miller.	2d & 4th Tuesday, 2:30 p. m. K. of P. hall, Main and Green sts.
Galesburg Div. No. 15. Galesburg, Ill.	President—Mrs. Mrs. O. N. Marshall, 231 w. n. st. Secretary—Mrs. C. E. Smith, 708 e. Brooks st.	2d & 4th Tuesdays, 2:30 p. m.
Erie Div. No. 16. Huntington, Ind.	President—Mrs. S. Harlow. Secretary—Mrs. A. B. Spach, box 460.	1st & 3d Wednesday.
Benevolent Div. No. 17. St. Joseph, Mo.	President—Mrs. Sarah Sims. Secretary—Mrs. E. N. Foote, 1204 S. 9th st.	1st & 3d Wednesday, 2:30 p. m. O. R. C. hall
Leap Year Div. No. 18. Andrews, Ind.	President—Mrs. F. W. Wells. Secretary—Mrs. T. E. Hockaday.	Meets 2d and 4th Thursdays. B. of L. E. Hall
Excelsior Div. No. 19. Des Moines, Ia.	President—Mrs. O. T. Johnson, 712 19th st. Secretary—Mrs. E. W. Agnew, 1433 n 5th st.	2d and 4th Wednesday. Continental building
Springer Div. No. 20. Wilks Barre, Pa.	President—Mrs. L. Winder. Secretary—Mrs. J. H. Keithline, 235 South st.	1st and 3d Wednesday. Ousterhout Building
Golden Rule Div. No. 21. Onconta, N. Y.	President—Mrs. J. E. Baldwin. Secretary—Mrs. W. C. Gurney.	1st and 3d Wednesdays, 2:00 p. m. Odd Fellows Hall
Friendship Div. No. 22. Butler, Ind.	President—Mrs. M. L. Little. Secretary—Mrs. H. B. Oatman.	1st and 3d Thursdays, 2:30 p. m. O. R. C. Hall
Denver Div. No. 23. Denver, Colo.	President—Mrs. J. J. Bresnahan. Secretary—Mrs. A. M. Ladd.	Second and Fourth Friday,
Pikes Peak Div. No. 24. Colorado Springs, Col.	President—Mary J. Moody, 222 so. Weber st. Secretary—Stella C. Robinson, 648 so. Platt st.	
Myrtle Div. No. 25. Chicago Junction, O.	President—Mrs. C. A. Crass. Secretary—Mrs. D. E. Hilgartner, p. o. box 243.	First and Third Thursdays in O. R. C. Hall, 2 p. m.
Aura Div. No. 26. Collinwood, O.	President—Mrs. W. H. Moulton. Secretary—Mrs. G. B. Carner.	First and Third Thursday.
Lima Div. No. 27. Lima, O.	President—Mrs. E. H. Mattice. Secretary—Mrs. A. N. Ridenour, 135 e Elm st.	Meets 2d and 4th Thursdays 1:30 p. m. O. R. C. hall
Turner Div. No. 28. Denison, Tex.	President—Mrs. C. S. Williams. Secretary—Mrs. Chas. Bledsoe, 111 e. Lears st.	1st and 3d Thursdays. I. O. O. F. Hall
Bluff City Div. No. 29. Memphis, Tenn.	President—Mrs. Sam Dugan. Secretary—Mrs. G. A. Robinson.	Meets 2d and 4th Sundays of month. No. 13 Hernando st. Memphis, Tenn.
Prospect Div. No. 30. Garrett, Ind.	President—Mrs. T. Squires. Secretary—Mrs. P. Rice, Garrett, Ind.	2d and 4th Thursdays, 2:00 p. m.
Cheyenne Div. No. 31. Cheyenne, Wyo.	President—Mrs. S. H. Woodmansee. Secretary—Mrs. E. B. Bond, 1721 House st.	

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Michigan Div. No. 32. Port Huron, Mich.	President—Mrs. Helen McIntyre. Secretary—Mrs. Minnie Woodward, 723 Garfield [st. N. Port Huron.	
Western Div. No. 33. Topeka, Kan.	President—Mrs. J. S. Kelly, 227 Taylor st. Secretary—Mrs. Belle Foster, 309 Madison st.	1st and 3d Thursdays. O. R. C. Hall, 620 Kan. Ave.
Madonna Div. No. 34. Baraboo, Wis.	President—Mrs. A. W. Squires. Secretary—Mrs. J. R. Degan.	
Mt. Tacoma Div. No. 35. Tacoma, Wash.	President—Mrs. W. J. Millican. Secretary—Mrs. C. H. Dow, 1710 Yakima st.	
Cascade Div. No. 36. Ellensburg, Wash.	President—Mrs. Sarah Dunlap. Secretary—Mrs. L. M. Smith.	2d and 4th Wednesdays.
Columbia Div. No. 37. Cedar Rapids, Iowa.	President— Secretary—Mrs. James McPartland, 220 S. 7th st.	
Gloria Div. No. 38. Marion, Iowa.	President—Mrs. Jennie Bell. Secretary—Mrs. C. B. Hoagland.	1st and 3d Wednesdays. I. O. O. F. Hall.
Ideal Div. No. 39. Jackson, Tenn.	President— Secretary—Mrs. Perry Callahan, 370 N. Royal st.	
Columbian Div. No. 40. Buffalo, N. Y.	President—Mrs. A. Keating, 458 s. Division st. Secretary—Mrs. B. Zimmerman, 132 Sidway st.	First and third Thursdays. O. R. C. hall, 120 Seneca st.
Arkansas Valley Div. No. 41. Pueblo, Col.	President—Mrs. J. L. Dalton, 225 Polk st. Secretary—Mrs. F. W. Leland, 24 block Q.	1st and 3d Saturdays.
Bridge City Div. No. 42. Logansport, Ind.	President—Mrs. F. C. Murphy, r630 High st. Secretary—Mrs. Mary Hamilton, 1814 Broadway.	
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Silver plated, with globe half
green or blue and your name
engraved thereon; an

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The name of either of the firms
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lantern can be had in close or skeleton
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to begin and you can easily secure the
necessary number of subscribers from
among your friends and associates to
secure you a lamp which will be a
"thing of beauty" consequently "a joy
forever." Subscription blanks will be
sent on application.

YANKEE HILL

'TIS THUS THE GOLDEN LEGEND RUNS

Even as in the wilderness, the life giving water flowed from the smitten rock when Moses spake, so the golden stream begins to flow.

From every quarter of the mountains of Colorado it comes pouring down and before the fateful year of 1893 was closed the great state of Colorado had added \$3,000,000 to the gold volume of the world. Regions that a few months ago had neither name nor place on our maps are to-day alive with the thump of the drill and thunder of the dropping stamps. It is a wonderful story—this golden legend of Colorado.

Every one should read it. The GOLD NUGGET tells all about it—replete with strangely fascinating stories of the mines; tells of the wonders of Cripple Creek, producing \$300,000 a month; of the gold belt of Leadville, with its monthly output of \$200,000, and of Gilpin yielding \$5,000,000, and of Yankee Hill, the crown of Gilpin, teeming with possibilities. Three months ago it was only a name; to-day it is a fact; to-morrow, Yankee Hill will be dividing honors with Cripple Creek. And a year hence men will say, "In those swift days we made our millions."

Three towns have sprung up like magic in the district; fifty stamps are already pounding on its ores. Shafts and drifts are running in every direction. Strikes are reported almost daily; at three differ-

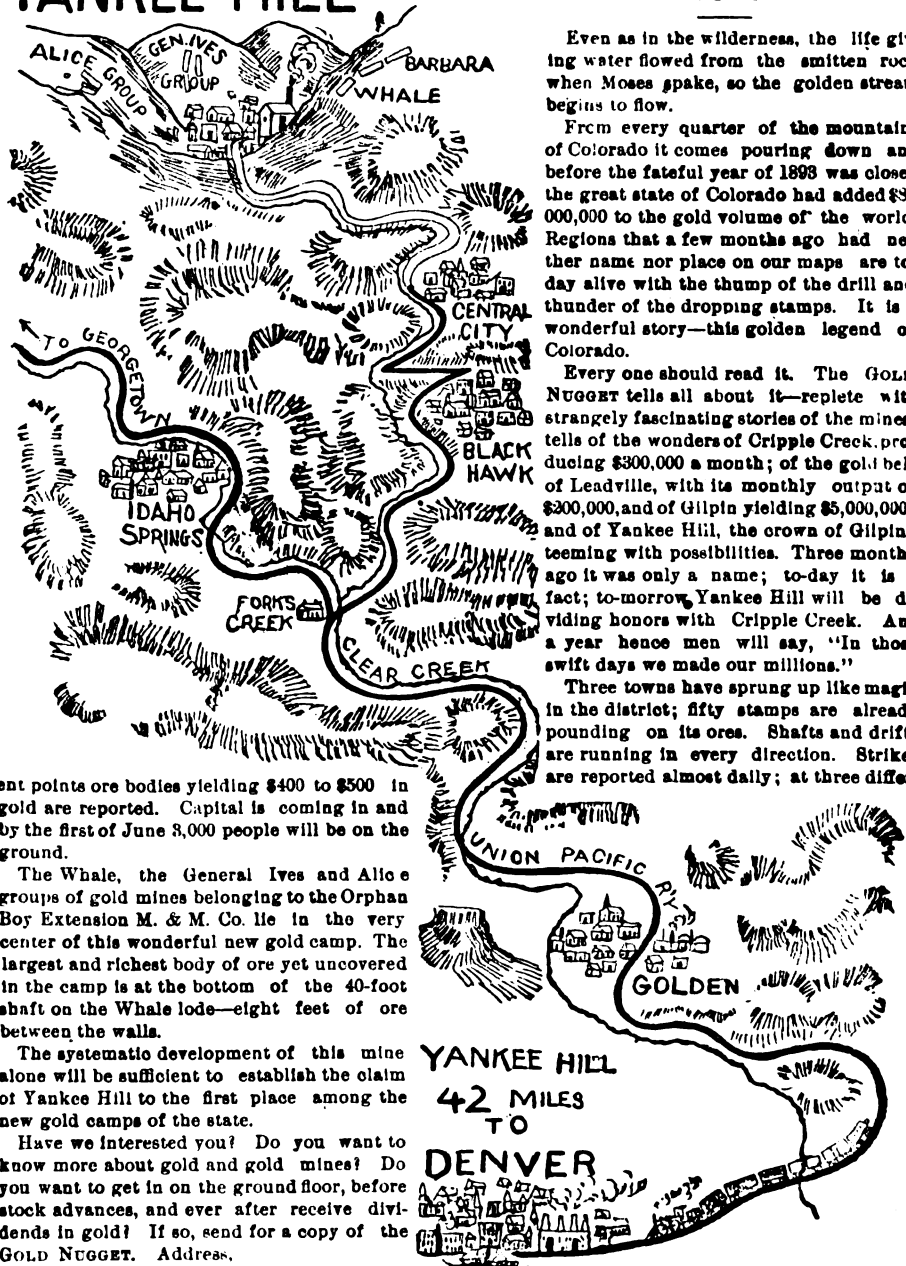
ent points ore bodies yielding \$400 to \$500 in gold are reported. Capital is coming in and by the first of June 3,000 people will be on the ground.

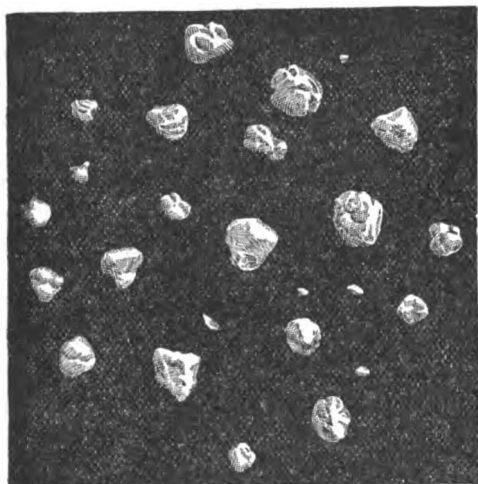
The Whale, the General Ives and Alice groups of gold mines belonging to the Orphan Boy Extension M. & M. Co. lie in the very center of this wonderful new gold camp. The largest and richest body of ore yet uncovered in the camp is at the bottom of the 40-foot shaft on the Whale lode—eight feet of ore between the walls.

The systematic development of this mine alone will be sufficient to establish the claim of Yankee Hill to the first place among the new gold camps of the state.

Have we interested you? Do you want to know more about gold and gold mines? Do you want to get in on the ground floor, before stock advances, and ever after receive dividends in gold? If so, send for a copy of the GOLD NUGGET. Address,

THE ORPHAN BOY EXT. M. & M. Co.,
29 and 30 Kiltredge Building, Denver, Colo.





Above is exact representation of Calculi referred to in this statement. The largest ones are retained by physicians and cannot be shown here; one of them is described as being the size and shape of an almond.

A Prominent Manufacturer OF New England

writes:

I suffered severely for four years from Stone in the Bladder, and tried many remedies and spent much money in my efforts to get cured, but without success. After becoming almost discouraged of ever recovering my usual health I heard of

BUFFALO LITHIA WATER,

began to take it, and in a short time had passed a large number of stones, about one-half of which I send you herewith. The largest ones were retained by different physicians hereabouts, as they said they were the largest stones they had ever seen passed. I can sincerely recommend Buffalo Lithia Water to fellow sufferers, as the test I gave it was a most severe one.

RUFUS H. BRIGHAM.

HURON, Mass., November 16th, 1893.

DR. WM. R. TOWLES, Professor of Anatomy and Materia Medica in the Medical Department of the University of Virginia, former Resident Physician, Hot Springs, Va., says:

"I feel no hesitancy whatever in saying that in Gout, Rheumatic Gout, Rheumatism, Stone in the Bladder, and in all Diseases of Uric Acid Diathesis, I know of no remedy at all comparable to BUFFALO LITHIA WATER.

"Its effects are marked in causing a disappearance of Albumen from the urine. In a single case of Bright's Disease of the Kidneys I witnessed decided beneficial results from its use, and from its action in this case I should have great confidence in it as a remedy in certain stages of this disease."

DR. M. H. HOUSTON, Physician to Randolph Macon College, Ashland, Va., writes:

"There is at least one quality of Buffalo Lithia Water to which sufficient attention has not been heretofore directed. This is its power as a gentle excitant of the Nervous System and as a Powerful and Permanent Nerve Tonic. To this particular property I am disposed to attribute much of its efficacy in the relief of many chronic diseases. Other mineral waters, with exhilarating properties, are sparkling in their appearance, and their exciting qualities are due to the gases which are disengaged and which are consequently evanescent in effect. The Buffalo Lithia Water is without such impregnation of gases, and its effects are much more permanent."

Prominent physicians in every part of the United States prescribe Buffalo Lithia Water and pronounce it of the greatest value in Bright's Disease, Rheumatism, Rheumatic Gout, Diabetes and Nervous Prostration. Dr. Wm. A. Hammond says it is better than any other lithia water.

WATER IN CASES OF ONE DOZEN HALF-GALLON BOTTLES. \$5.00 F. O. B. HERE.

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Thomas F. Goode, Proprietor, Buffalo Lithia Springs, Va.

Assets Over \$200,000, December 31, 1890.

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The strongest Mutual Accident Association in the United States is the

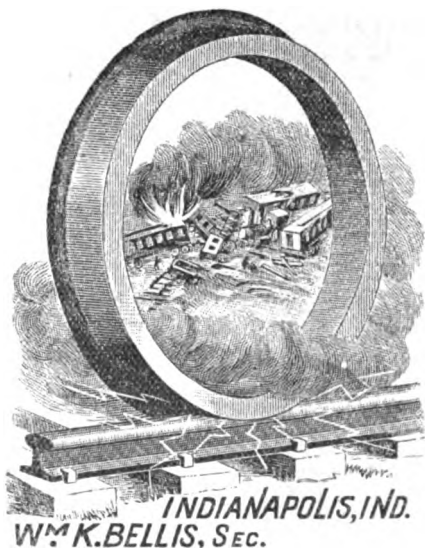
**RAILWAY
OFFICIALS AND EMPLOYEES'
ACCIDENT ASSOCIATION.**

Indianapolis,

Indiana.

OFTEN BECOMES

The
Wheel
of
Progress.



The
Wheel
of
Misfortune.

SAMUEL HARMON, passenger conductor on the C. H. & S. R'y, lost one of his legs by falling under the wheels, on March 21, last. He was insured with the RAILWAY OFFICIALS and EMPLOYEES ACCIDENT ASSOCIATION of Indianapolis for \$3,000, and on March 25, upon receipt of the news, a draft for \$2500 was sent to Superintendent H. O. Pond to be delivered to Conductor Harmon, this being HALF THE FACE OF HIS POLICY, to which he was entitled for the loss of one arm or one leg.

WHILE WE LIVE.

Not long ago two men were killed on the Denver & Rio Grande railroad. They were both insured in the Railway Officials' and Employes' Accident Association, of Indianapolis, Indiana. A night message was sent to W. K. Bellis Jan. 26th, received 27th, notifying him of the death of O. H. Cutler, and immediately, on receipt of the same, he wired a funeral benefit to the widow in care of W. A. Duell, superintendent of the Denver & Rio Grande railway, Pueblo, Colorado. And the same day a draft for the balance was mailed to R. L. Willard, their agent at Denver, to hand to the widow.

Brakeman Ralph States died in the Salda hospital on the morning of February 1, from injuries sustained in wreck a week earlier; and his remains were shipped to North Platte, Nebraska. Mrs. States, his widow, was met the depot by R. L. Willard, and the funeral benefit, \$250.00 handed her at 5:45 p. m. same day he died. Willard being received same by wire from Indianapolis, through the First National Bank of Denver, in three hours from the time the message was sent.—From the Western Railway, March, 1891

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—AND—
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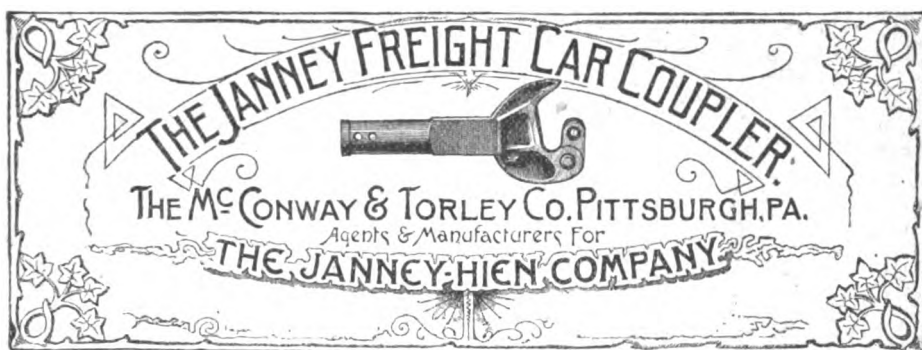


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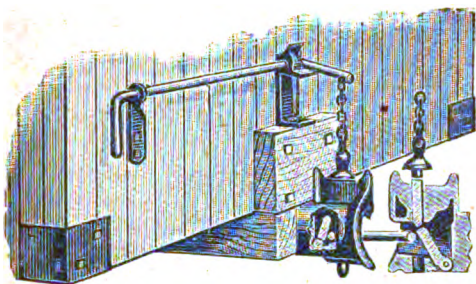
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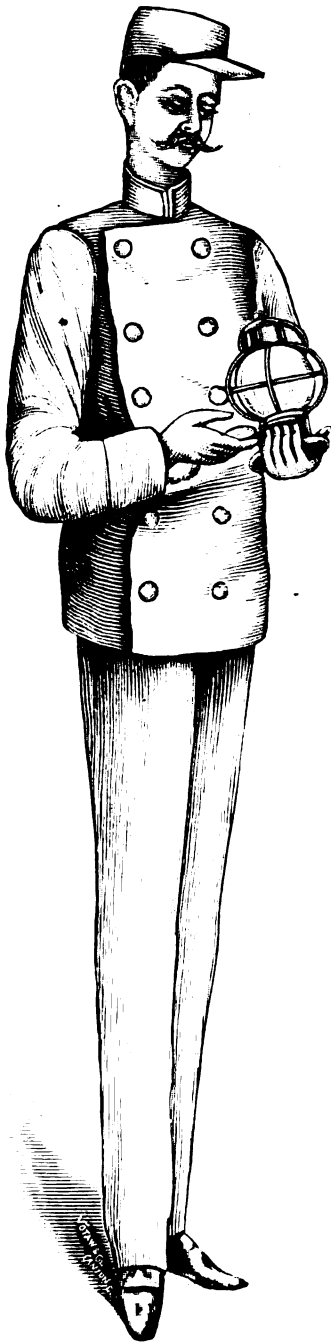
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NO. 12 DECEMBER, 1894.

VOL. XI.

THE RAILWAY CONDUCTOR

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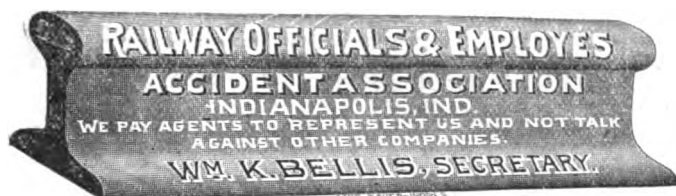


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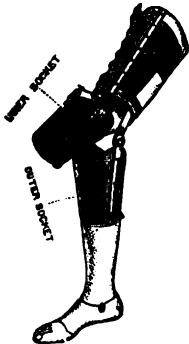
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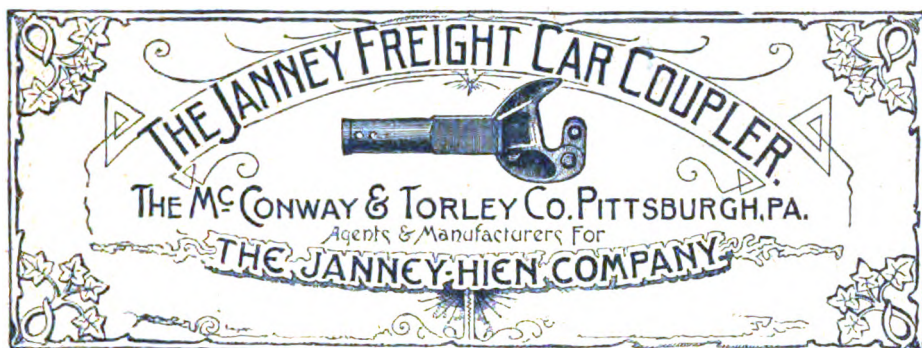
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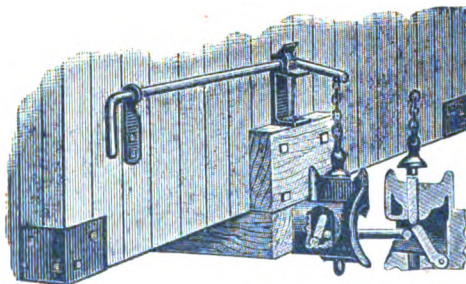
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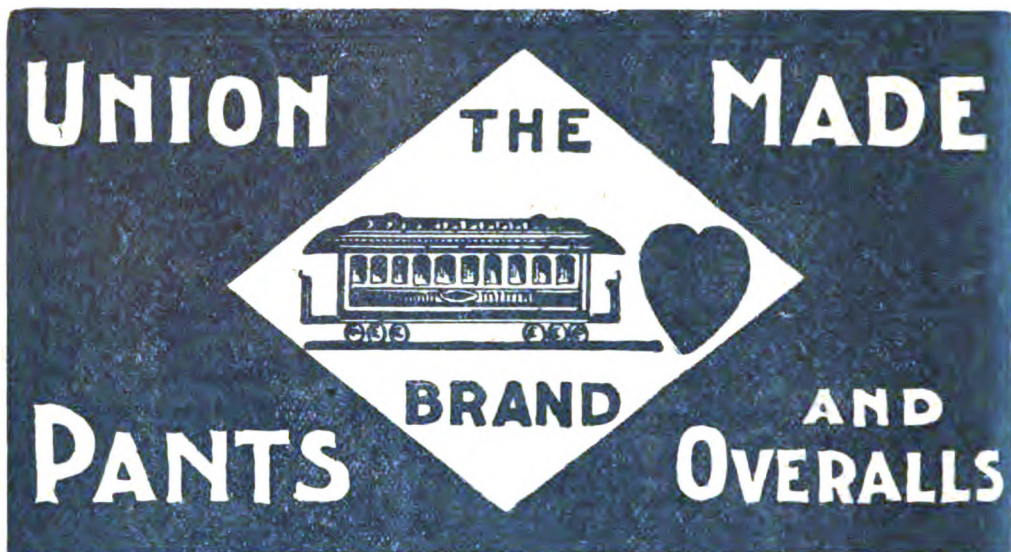
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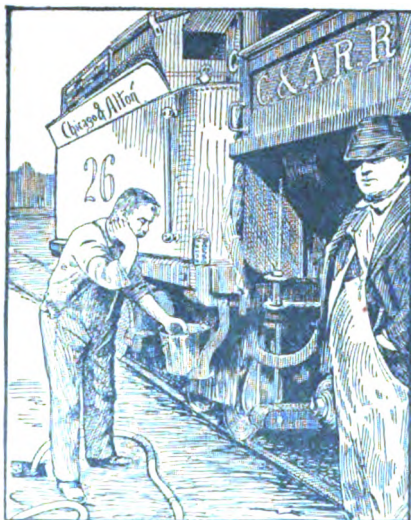
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